

ATTACHMENT B: CORPORATE REFERENCES

STATE OF MISSOURI)
) SS.
COUNTY OF STE. GENEVIEVE)

John C. Collins, of lawful age, being duly sworn, upon his oath states, that he is the Agent of The Illinois Southern Railway Company, a corporation duly incorporated under the laws of the State of Illinois on the 24th day of May 1900 for a term of fifty years, and represents said corporation in the State of Missouri; that the common capital stock of said corporation is, as he is informed, at this time, Four Million Dollars, and the proportion of the said capital stock which is represented by its property located and business transacted in the State of Missouri is One Million Two Hundred Thirty Thousand Eight Hundred Dollars (\$1,230,800.00), as he is informed and believes; and that the public office of the said corporation and place for the transaction of its business in the State of Missouri is located at the City of Ste. Genevieve, Missouri.

J. C. Collins
Assistant Superintendent.

Subscribed and sworn to before me
this 30th day of October 1903.

P. J. Stanton
Notary Public,

Ste. Genevieve County, Missouri.

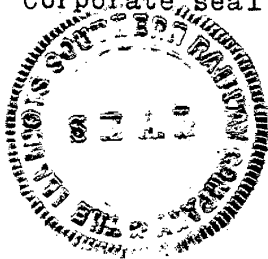
My Commission expires

Jan 16th 1905

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

We, John W. Walsh, President, and Charles F. Weinland, Secretary, of The Illinois Southern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois by charter bearing date shown on certified copy of its articles of incorporation, located at Chicago, Illinois, do solemnly swear that in making application for license to do business in Missouri under the provisions of Section 1025 R.S.1899, as amended by an Act approved March 24, 1903, we are duly authorized to represent said corporation in making this affidavit, and that it is the desire of said corporation to carry on in the State of Missouri solely the business of operating a railroad as hereinafter stated; that the business in which the said The Illinois Southern Railway Company is engaged is the operation of a railroad from Salem, Illinois, to Bismarck, Missouri, and that it proposes to operate and maintain in the State of Missouri as part of its said line of road, the railroad heretofore constructed in the State of Missouri by the Southern Missouri Railway Company incorporated under the laws of Missouri, December 24, 1900, it having acquired the same by purchase.

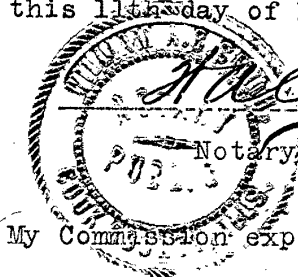
IN WITNESS WHEREOF we have hereunto subscribed our names as President and Secretary of said Company and have also caused the Corporate seal to be hereunto affixed this 11th day of November 1903.



John W Walsh President.
THE ILLINOIS SOUTHERN RAILWAY COMPANY

Charles F Weinland Secretary.
THE ILLINOIS SOUTHERN RAILWAY COMPANY

Subscribed and sworn to before me
this 11th day of November 1903.



Notary Public, Cook County, Illinois.

My Commission expires Sept 19-1906

A

ARTICLES OF INCORPORATION OF THE ILLINOIS SOUTHERN RAILWAY COMPANY.

First. The name of this corporation shall be THE ILLINOIS SOUTHERN RAILWAY COMPANY.

Second. The places from and to which it is intended to construct the said railroad are as follows: from the east line of Marion County, into and through the counties of Marion, Clinton, Perry and Washington, and into the county of Randolph in the State of Illinois and through the towns of Salem, Nashville, Sparta and Evansville to its terminus in the City of Chester in said Randolph County, with a branch from the City of Sparta to Rosborough in said Randolph County.

Third. The principal business office of this corporation shall be established and maintained at Chicago, County of Cook, State of Illinois.

Fourth. The time of commencement and the period of the continuance if the said proposed corporation is May 21st, A. D. 1900, for the period of fifty years.

Fifth. The amount of capital stock of this corporation shall be Two Million Dollars.

Sixth. The names and places of residence of the several persons forming the corporation are as follows:

Azel F. Hatch	Chicago, Ill.
Edward C. Ritsher	do do
Charles D. Organ	do do
Charles Huntoon	do do
Fred W. Kraft	do do

Seventh. The names of the first Board of Directors are; C. H. Bosworth, John R. Walsh, L. A. Walton, Azel F. Hatch, W. V. Stockton, W. S. Ingraham, William Burry, and the government of this corporation shall be vested in the Board of Directors thereof.

Eighth. The capital stock of this corporation shall be divided into

Twenty Thousand shares of One Hundred Dollars each.

IN WITNESS WHEREOF, we have hereunto severally sub-
scribed our names this 19th day of May, 1900.

Azel F. Hatch
Edward C. Ritsher
Charles D. Organ
Charles Huntoon
Fred W. Kraft

State of Illinois,)
) ss. No. 50591
Perry County.)

Filed for record this 21st day of May, A. D. 1900,
at 9 o'clock A. M. and recorded in Record 37 of Misc. Records on Page 115.

Albert A. Driemeyer
Recorder.

Fees 60 ¢ paid.

State of Illinois,)
) ss. 14795 May 19, 1900.
Randolph County.)
Recorder's Office.

I, Wm. H. Miller, Clerk of the Circuit Court and ex-officio
Recorder within and for the County and State aforesaid, do hereby certify
that the within and foregoing instrument of writing was filed for record
on the 21st day of May, 1900, at 12 o'clock M. and duly recorded in
Volume 46 of Misc. on Page 500.

In Testimony Whereof I have hereunto set my hand the day
and date aforesaid.

Wm. H. Miller
Clerk and Recorder.

By _____
Deputy.

60 cents paid.

State of Illinois,)
)
Washington County.)

This instrument of writing was filed for record this
21 day of May, A. D. 1900, at 4:30 o'clock P. M. and duly recorded in Book
No. 4 of Miscell. on Page 282.

T. J. Vernor
Clerk

By _____
Deputy.

75 ¢ paid.

State of Illinois,)
)ss.
Marion County.)

I, I. B. Betts, Clerk of the Circuit Court and ex-officio Recorder, within and for the County and State aforesaid, do hereby certify that the within and foregoing instrument of writing was filed for record on the 21 day of May, A. D. 1900, at 9 o'clock P. M. and duly recorded in Volume 6 of Miscellaneous on Page 94.

In Testimony Whereof I have hereunto set my hand the day and date aforesaid.

I. B. Betts
Recorder.

Fee 60 paid.

State of Illinois,)
)ss.
Clinton County.)

This instrument was filed for record 22nd day of May, 1900, at 8:30 o'clock A. M. and recorded in Book "G.G." of Misc. Record, Page 366.

F. H. Albeis
Recorder.

75 ¢ paid.

Filed for record
May 24, 1900 at 9 o'clock A. M.
James A. Rose
Sec'y of State.

United States of America,

ss.

OFFICE OF THE SECRETARY OF STATE.

STATE OF ILLINOIS.

I, JAMES A. ROSE, Secretary of State of the State of Illinois, do hereby certify that the foregoing is a true copy of Articles of Incorporation of The
Illinois Southern Railway Company

which was filed for record in this office on the 24th
day of May 1900, at 7:27 A o'clock
A M., and recorded in Book No. 15 of Railroad
Records.



010

In Witness Whereof, I hereto set my hand and affix the

Great Seal of State, at the city of Springfield, the

27th day of October A. D. 1903

James A. Rose

Secretary of State.

B

ARTICLES OF INCORPORATION

OF

ST. LOUIS AND SOUTHERN ILLINOIS RAILROAD COMPANY.

The undersigned, for the purpose of organizing a railroad corporation under and pursuant to the laws of the State of Illinois, do hereby adopt and sign the following Articles of Incorporation, to-wit:

(Ten Cent Revenue Stamp)

First. The name of this corporation shall be "St. Louis and Southern Illinois Railroad Company."

Second. The places from and to which it is intended to construct the said railroad are as follows: from the City of East St. Louis, in the County of St. Clair, State of Illinois, and extending thence through the County of St. Clair and through the County of Monroe into the County of Randolph, to Moro Landing on the Mississippi River, and extending thence to Missouri Junction in said Randolph County, State of Illinois.

Third. The principal office of this corporation shall be established and maintained at Chicago, County of Cook, State of Illinois.

Fourth. The time of commencement and the period of continuance of the said proposed corporation are as follows: The time of commencement is February 5th, 1901, and the period of continuance is fifty years; such corporation may be renewed as provided by law.

Fifth. The amount of capital stock of this corporation shall be Fifty Thousand Dollars (\$50,000).

Sixth. The names and places of residence of the several persons forming the corporation are as follows:

Bluford Wilson	Springfield, Illinois.
James L. Cook	Springfield, Illinois.
T. B. Gillin	Springfield, Illinois.
G. H. Withrow	Springfield, Illinois.
Phillip Barton Warren	Springfield, Illinois.

Seventh. The names of the first Board of Directors are:

C. H. Bosworth	Chicago, Illinois.
Bluford Wilson	Springfield, Illinois.
Phillip Barton Warren	Springfield, Illinois.
John W. Walsh	Chicago, Illinois.
Charles F. Weinland	Chicago, Illinois.

The government of this corporation shall be vested in a President, the Board of Directors and such other officers as the Board of Directors shall appoint.

Eighth. The capital stock of this corporation shall be divided into five hundred shares (500) of one hundred dollars (\$100) each.

IN WITNESS WHEREOF we have hereunto severally subscribed our names this 4th day of February, A. D. 1901.

Bluford Wilson	(Seal)
T. B. Gillin	(Seal)
G. H. Withrow	(Seal)
James L. Cook	(Seal)
Phillip Barton Warren	(Seal)

State of Illinois,)
)ss.
St. Clair County.)

This instrument was filed for record at 10:30 o'clock A. M. February 5th, 1901, and recorded in Book 9, Page 269.

C. A. Hoefele
Recorder.

1.00 paid..

State of Illinois,)
)ss. # 138.
Randolph County.)
 Recorders Office.

I, Wm. H. Miller, Clerk of the Circuit Court and ex-officio Recorder within and for the County and State aforesaid, do hereby

certify that the within and foregoing instrument of writing was filed
for record on the 5th day of Feby. 1901. at 1 o'clock P. M. and duly
recorded in Volume 46 of Misc. on Page 543.

In Testimony Whereof, I have hereunto set my hand the
day and date aforesaid.

Wm. H. Miller

Recorder.

By

Deputy.

(Seal)
1.00 paid.

State of Illinois,)
)ss. #65.
Monroe County.)

I hereby certify that the written instrument was filed
in this office for Record 7th day of Feby. 1901, at 10 o'clock A. M. and
duly recorded in Book A. of Incorporations, Page 11.

Frank Durfee

clerk and ex-officio Recorder.

1.00 paid.

Filed for Record

February 9th, 1901,

At Two o'clock P. M.

James A. Rose

Sec'y of State.

United States of America,

ss.

OFFICE OF THE SECRETARY OF STATE.

STATE OF ILLINOIS.

I, JAMES A. ROSE, Secretary of State of the State of Illinois, do hereby certify that the foregoing is a true copy of *Articles of Incorporation of St. Louis*
and Southern Illinois Railroad Company.

which was filed for record in this office on the *twenty*
day of *February* 190*7*, at *two* o'clock
*P.*M., and recorded in Book No. *15* of Railroad
Records.

In Witness Whereof, I hereto set my hand and affix the

Great Seal of State, at the city of Springfield, the

27th day of *October* A. D. 190*3*.

James A. Rose

Secretary of State.



010

THIS INDENTURE, made and entered into this 10th day of October, A. D., One Thousand Nine Hundred and Two, by and between The St. Louis and Southern Illinois Railroad Company, party of the first part, and The Illinois Southern Railway Company, party of the second part,

WITNESSETH, THAT WHEREAS, both the said parties of the first and second part are railroad corporations duly created by and existing under the general laws of the State of Illinois, the said St. Louis and Southern Illinois Railroad Company, party of the first part, having been incorporated to construct and operate a railroad in said State, commencing at the City of East St. Louis, in the County of St. Clair, and extending thence through the County of Monroe into the County of Randolph to Moro Landing on the Mississippi River, and thence to Missouri Junction in said County of Randolph, and having constructed that part of its said railroad in Randolph County from a point near Moro Landing on the Mississippi River to a point of connection with the Illinois Southern railroad at said Missouri Junction; and,

WHEREAS, the said The Illinois Southern Railway Company is now, and at the time of the adoption of the resolutions hereinafter set forth was, in possession of and operating in connection with and extension of its own railroad line, the said railroad of the party of the first part so completed as aforesaid; and,

WHEREAS, at a meeting of the Stockholders of the said party of the first part, duly convened at its office in the City of Chicago on the 18th day of September 1902, the following resolution was duly adopted by the affirmative vote of all the Stockholders of the party of the first part and duly entered upon the records of said Company, to-wit:

"Resolved that the Directors of this Company be and they are hereby authorized to sell and to direct the President, in its corporate name and under its corporate seal, by instruments in appropriate form, to transfer and convey in fee simple the railroad and all property, corporate rights and franchises of this Company to The Illinois Southern Railway Company upon the following terms and conditions, to-wit: that the said the

Illinois Southern Railway Company shall agree and bind itself and its successors during its and their corporate existence to maintain and operate the road as part of its and their line of railroad and pay all of this Company's outstanding and unpaid indebtedness, by whomsoever held on October 1st, 1902, estimated to amount to the sum of \$225,000.

And be it further resolved that upon the full consummation of such sale that all shares of stock of this Company be surrendered by the holders thereof and canceled, and that all its books, records, papers, documents, property and assets of every description, be then delivered over to the possession of said The Illinois Southern Railway Company.

And the Secretary of this Company is requested to make a copy of the foregoing resolution to be presented to the Stockholders of The Illinois Southern Railway Company, and the President of this Company is authorized to present the same to that Company for its action and acceptance."

AND WHEREAS, at the regular annual meeting of the Stockholders of The Illinois Southern Railway Company, duly convened and held at its office in the City of Chicago on the 24th day of September 1902, in pursuance of notice, such notice having been given for more than sixty days prior to the said meeting, as provided by law, and stating that a proposition for the purchase of the property and franchises of the party of the first part would at said meeting be submitted and acted upon, it was by the affirmative vote of more than two-thirds in amount of the capital stock of said Company resolved by said Stockholders that the said proposition embodied in the resolution aforesaid be accepted, and the purchase of the said railroad and all the corporate rights, franchises and property of the said The St. Louis and Southern Illinois Railroad Company, upon the terms and conditions in said proposition stated, be made, and the Directors of The Illinois Southern Railway Company were then also empowered to do and perform all such acts as might by them be deemed necessary in the consummation of such purchase, and,

WHEREAS, at a meeting of the Board of Directors of the party of the first part, held on the 24th day of September 1902, the execution of this indenture, in the form as the same now appears, was duly authorized by the Directors of The St. Louis and Southern Illinois Railroad Company, and its acceptance has been also duly authorized by the Directors of The Illinois Southern Railway Company, all of which more fully appears upon the corporate records

of said respective companies.

NOW, THEREFORE, the said The St. Louis and Southern Illinois Railroad Company, in consideration of the premises and of the payment of One Dollar by the said The Illinois Southern Railway Company, the receipt whereof is hereby acknowledged, and to carry out the purposes of the resolutions aforesaid, has granted, bargained, sold, released, conveyed, confirmed and warranted, and by these presents doth grant, bargain, sell, release, convey, confirm and warrant unto the said The Illinois Southern Railway Company and unto its successors and assigns forever, all and singular and in fee simple, its existing and heretofore constructed line of railroad, lying and being in the County of Randolph, in the State of Illinois, and extending from a point near Moro Landing on the Mississippi River, to a point of intersection at Missouri Junction in said County with the line of railroad of The Illinois Southern Railway Company, together with all its franchises, rights, and privileges, and the right to use and enjoy the said railway property, corporate rights and franchises, and all other property which the said party of the first part owns or in which it has any interest, whether it be lands, rights of way, railroad tracks, easements and rights connected therewith and appurtenant thereto, or superstructures, buildings, bridges, erections, fixtures, tracks, viaducts, culverts, fences, or other property of every and any character and description, it being intended hereby to convey in fee simple all of its property to the said party of the second part, said franchises, lines of railway, properties and estate and each and every part thereof to be held, possessed, owned and enjoyed by the said party of the second part, its successor or successors and assigns forever, subject only to the terms and conditions in the said resolutions hereinbefore recited, to all which terms and conditions the party of the second part hereby binds itself and its successors during its and their corporate existence, and particularly and specifically binds itself and its successors during its and their corporate existence, to maintain and operate the said railroad as now constructed from Missouri Junction to a point near Moro

Landing on the Mississippi River as part of the line of railroad now operated by The Illinois Southern Railway Company, and also to pay all of the outstanding indebtedness of the party of the first part, by whomsoever held on the first day of October 1902, estimated to amount to the sum of Two Hundred Twenty-Five Thousand Dollars.

IN WITNESS WHEREOF, the said party of the first part, pursuant to the resolution of its Board of Directors, hath caused this instrument to be signed by its President and its corporate seal to be hereunto affixed and attested by its Secretary, and the party of the second part, under the direction and by the authority of its Board of Directors has caused this instrument to be signed by its President and its corporate seal to be affixed and attested by its Secretary the day and year first above written.

THE ST. LOUIS AND SOUTHERN ILLINOIS RAILROAD COMPANY

By (Signed) J. R. Walsh, President.

Attest

(Signed) C. F. Weinland, Secretary.

THE ILLINOIS SOUTHERN RAILWAY COMPANY

By (Signed) J. W. Walsh, President.

Attest

(Signed) C. F. Weinland, Secretary.

State of Illinois)
) ss.
County of Cook)

Be it remembered that on this 14th day of October, 1902, before me, a Notary Public of said County and State, personally appeared John R. Walsh, John W. Walsh and Charles F. Weinland, to me each personally known, and the said John R. Walsh known to me to be the President of The St. Louis and Southern Illinois Railroad Company, and the said John W. Walsh known to me to be the President of The Illinois Southern Railway Company, and the said Charles F. Weinland known to me to be the Secretary of both said Companies, and the said John R. Walsh and the said John W. Walsh each acknowledged that they subscribed, executed and delivered the foregoing instrument for and on behalf of and by authority of the respective Boards of Directors of said Corporations and as the free and voluntary act of said Corporations, and each declared that the corporate seals of said respective Corporations affixed to said instrument were and are the Corporate seals thereof, and the said Charles F. Weinland acknowledged that he signed said instrument as the Secretary of each said Corporations by authority of the Board of Directors thereof, and by like authority affixed thereto the official Corporate seals thereof, and that the Corporate seals so affixed are the Corporate seals thereof.

IN WITNESS WHEREOF I have hereunto set my hand and official seal this 14 day of October 1902.

(Signed) Donald M. Cameron

Notary Public Cook County,
Illinois.

(D)

THIS INDENTURE made and entered into this fifteenth day of October One Thousand Nine Hundred and Three, between the Southern Missouri Railway Company, a corporation created, organized and existing under and by virtue of the laws of the State of Missouri, party of the first part, and The Illinois Southern Railway Company, a corporation created, organized and existing under the laws of the State of Illinois, party of the second part,

WITNESSETH, THAT WHEREAS, the Southern Missouri Railway Company, party of the first part, in pursuance of the terms and provisions of its charter, has heretofore constructed and became the owner of a railroad commencing at Little Rock Landing on the Mississippi River in Ste. Genevieve County, Missouri, and extending in a southwesterly direction through said County of Ste. Genevieve and the County of St. Francois to the City of Bismarck, Missouri, and in connection with its said railroad also became the owner of a transfer boat used on the Mississippi River in the transfer of cars from and to its line of railroad, and the owner of other property pertaining to its said railroad, and

WHEREAS, The Illinois Southern Railway Company owns and operates a railroad which connects at the Mississippi River on the boundary line between the States of Illinois and Missouri with the railroad of said Southern Missouri Railway Company, and the roads of said companies together form a continuous line from Salem, Illinois, to Bismarck, Missouri, and the said The Illinois Southern Railway Company is in possession of and operating the said Southern Missouri railroad, and

WHEREAS, it is provided by the statutes of the State of Missouri that any railroad company organized in pursuance of the laws of any other state may purchase all or any part of a railroad with all its privileges, rights, franchises, real estate and other property, the whole or any part of which is in the State of Missouri, if the lines of the road of such companies are continuous or

connected at a point either within or without the state, upon such terms as may be agreed upon between said companies respectively, provided that the holders of a majority of the stock of the company whose property rights and privileges are proposed to be purchased shall have assented thereto in writing, and

WHEREAS, it is provided by the laws of the State of Illinois, that any railroad company organized under the laws of the State of Illinois, which is in possession of and operating in connection with or extension of its own railway line, or owning and operating a railroad which connects at the boundary line of that state with a railroad in any other state, is authorized to purchase and hold in fee simple and to use and enjoy the railway property, corporate rights, and franchises of the company owning such other or connecting road, upon such terms and conditions as may be agreed upon between the directors and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale, and

WHEREAS, the assent of all the stockholders of the Southern Missouri Railway Company has been duly given in writing to the purchase by The Illinois Southern Railway Company of all the railroad of the Southern Missouri Railway Company, together with all its privileges, rights, franchises, real estate and other property, and

WHEREAS, at a meeting of the Boards of Directors of said respective railway companies, duly convened and held on the 6th day of August 1903, the said Southern Missouri Railway Company and the said The Illinois Southern Railway Company agreed upon the terms and conditions of the sale by said Southern Missouri Railway Company to said The Illinois Southern Railway Company of the railroad and all the property, corporate rights, and franchises of the said Southern Missouri Railway Company, which said purchase and the terms and conditions thereof were afterwards, to-wit: on the 15th day of October 1903, at a meeting of the stockholders of the Illi-

nois Southern Railway Company duly convened and held in pursuance of notice duly given and published as provided by the laws of the State of Illinois, duly approved by the affirmative votes of the shares of stock of more than two-thirds in amount of the entire capital stock of the Company, and all the resolutions of the directors and all the acts and proceedings of the stockholders in reference to and in affirmance and approval of said sale by the respective stockholders of said companies were duly recorded upon the corporate records thereof and the execution of this indenture was duly authorized.

THEREFORE, in consideration of the premises, and of the payment of the agreed purchase price by the party of the second part to the party of the first part, the receipt of which is hereby acknowledged, and in consideration of the agreement of the party of the second part, the grantee herein, by the acceptance hereof to assume and also pay for all labor employed by and for all material and equipment delivered to the grantor after June 30, 1903, and sundry bills not exceeding Twenty-five Thousand Dollars in amount for material delivered to the grantor before June 30, 1903, also all unpaid equipment notes heretofore executed by the grantor which mature after June 30, 1903, such equipment notes amounting in the aggregate to Two Hundred and Twenty Thousand Five Hundred and Twenty-five Dollars and Thirty-eight Cents, also any amount that may yet be found to be owing by the grantor to Mac Arthur Brothers Company for construction work, the said Southern Missouri Railway Company, party of the first part, in pursuance of the authority aforesaid, hereby grants, bargains, sells, conveys, confirms and warrants unto the said The Illinois Southern Railway Company and its successors, in fee simple, all of the said railroad of the said Southern Missouri Railway Company, together with all of its other property, corporate rights, and franchises, subject only to the liability for the assumed indebtedness aforesaid and to the condition that the said

The Illinois Southern Railway Company and its successors shall maintain and operate said railroad, and perform all the obligations to the State of Missouri to the same extent that the Southern Missouri Railway Company was and is required to perform the same, it being the intention hereby that the said The Illinois Southern Railway Company and its successor or successors shall forever have, hold and own in fee simple, and use and enjoy the full and exclusive right and title to and possession of all and singular said line of railroad located and constructed as aforesaid and extending from Little Rock Landing in Ste. Genevieve County, Missouri, through the Counties of Ste. Genevieve and St. Francois in said State, to the City of Bismarck, together with all rights of way, easements, lands, boats, riggings, trestles, incline tracks, superstructures, embankments, bridges, railroad tracks, track material, tools and appliances, and everything whatsoever pertaining to said railroad or any part thereof, together with all cars, engines and equipment pertaining or belonging to said railroad wherever being, and that this indenture shall likewise operate to assign and transfer the franchises and all choses in action, contracts, leases, ordinances, and other writings under and by which said Southern Missouri Railway Company has acquired and holds any rights, also as evidence of the delivery of all of its personal property and assets of every kind and description to said The Illinois Southern Railway Company.

IN WITNESS WHEREOF the said Southern Missouri Railway Company in pursuance of the authority aforesaid has caused the execution hereof by its President and its corporate seal to be hereunto affixed and attested by its Secretary this 15th day of October 1903.

SOUTHERN MISSOURI RAILWAY COMPANY

By (Signed) J. R. Walsh, President.

Attest:

(Signed) C. F. Weinland, Secretary.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

On this 15th day of October 1903, personally appeared before the undersigned, a Notary Public in and for said County and State, John R. Walsh, to me personally known, who being by me duly sworn, did say that he is President of the Southern Missouri Railway Company, a corporation of the State of Missouri, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed by him as such President and executed in behalf of said corporation by authority of its Board of Directors, and is the free act and deed of said corporation.

WITNESS my hand and official seal the date last above written.

(Signed) Donald M. Cameron,

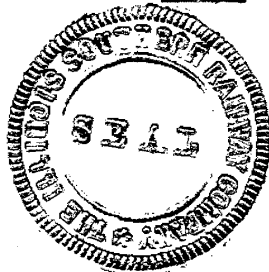
Notary Public,

Cook County, Illinois.

My Commission expires Sept. 19th, 1906.

I, Charles F. Weinland, Secretary of The Illinois Southern Railway Company, and the keeper of its Corporate seal and the custodian of its records, deeds and other documents, hereby certify that the above documents, marked (C) is a true copy of the original deed now in the files of my said office from the St. Louis and Southern Illinois Railroad Company to The Illinois Southern Railway Company; and that the above document marked (D) is a true copy of the original deed now in the files of my said office from the Southern Missouri Railway Company to The Illinois Southern Railway Company; and I further certify that the recitals in each and both said documents of the proceedings and acts whereby The Illinois Southern Railway Company became the owner of the property and franchises therein mentioned, are true and correct as appears from the Corporate records of the several Corporations therein mentioned now in my custody.

IN WITNESS WHEREOF I have hereunto subscribed my name and affixed the Corporate seal of said The Illinois Southern Railway Company this 28TH day of October 1903.



C. F. Weinland Secretary
of The ILLINOIS SOUTHERN RAILWAY COMPANY.

(E)

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

The undersigned, John W. Walsh, President, and Charles F. Weinland, Secretary of The Illinois Southern Railway Company, hereby certify and upon their oath state, that subsequent to the filing of the articles of incorporation of The Illinois Southern Railway Company in the office of the Secretary of State of the State of Illinois, to-wit on the 15th day of October 1903, the common capital stock of said Company was authorized to be increased from Two Million Dollars named in its original articles of incorporation to Four Million Dollars, and that of the Four Million Dollars of its common capital stock more than one half thereof has been fully paid; that the proportion of the Four Million Dollars of the common capital stock of said Company which is represented by its property located and business transacted in the State of Missouri in the ownership and operation of the railroad acquired by purchase from the Southern Missouri Railway Company in the Counties of Ste. Genevieve and St. Francois is One Million Two Hundred Thirty Thousand Eight Hundred Dollars (1,230,800.00), based upon the proportion that its forty-three and two-tenths (43.2) miles of railroad in the State of Missouri bears to its entire mileage in both the states of Illinois and Missouri.

They further certify and state that the said The Illinois Southern Railway Company has established and maintains an office and agency for the transaction of its business at the City of Ste. Genevieve and County of Ste. Genevieve in the State of Missouri, where legal service may be obtained upon it, and that John C. Collins of Ste. Genevieve, Missouri, is a duly authorized agent and represents said corporation in the State of Missouri.

And they further swear that they are duly authorized to represent said corporation in making this affidavit, and that the

said The Illinois Southern Railway Company is not now a member of or party to any pool, trust, agreement, combination, confederation or understanding with any other corporation, partnership, individual, or any other person or association of persons to regulate or fix the price of any article of manufacture, mechanism, merchandise, commodity, convenience, repair, any product of mining or any article or thing whatsoever, and that it has not issued and does not own any trust certificates, and has not entered into and is not now in any combination, contract or agreement with any person or persons, corporation or corporations, or with any stockholder or director thereof, the purpose or effect of which said combination, contract or agreement would be to place the management or control of such combination or combinations, or the product thereof, in the hands of any trustee or trustees with the intent to limit or fix the price or lessen the production of any article of commerce, use or consumption, or to prevent, restrict or diminish the manufacture or output of any article, and that it has not made or entered into any arrangement, contract or agreement with any person, association of persons or corporation designed to lessen or which tends to lessen full and free competition in the importation, manufacture or sale of any article, product, or commodity in the State of Missouri, or under the terms of which it is proposed, stipulated, provided, agreed or understood that any particular specified article, product or commodity shall be dealt in, sold or offered for sale in this State to the exclusion in whole or in part of any competing article, product or commodity; and that in making application for license to do business in Missouri it is the desire of said corporation to carry on in the State of Missouri solely the business of operating a railroad which is authorized by its charter, and that if said corporation is licensed it shall not or will not do and transact any other business in Missouri, or exercise any other or further rights, powers or privileges than those provided for in its charter and under the

charter of the Company to whose rights it has succeeded, whether or not its charter powers be so limited.

IN WITNESS WHEREOF we have hereunto subscribed our names both as President and Secretary of said Company and as individuals acting on its behalf, and have caused the corporate seal thereof to be hereunto affixed and attested.

THE ILLINOIS SOUTHERN RAILWAY COMPANY

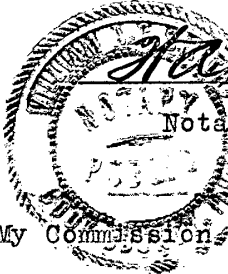
BY John W. Wahl President.



Charles F. Weinland Secretary.

Subscribed and sworn to before me
this 28th day of October 1903.

John W. Wahl
Charles F. Weinland



Notary Public,

Cook County, Illinois.

My Commission expires Sept 19-1906

(59012) (FOREIGN.)
No. 1004
Evidence of Incorporation
OF THE
The Illinois Southern
Railway Company
of Illinois
Location in Mo. St. Lawrence
Capital Stock, \$4,000,000.00
" in Mo. \$1,230,800.00
Term ending May 31st 1950
II
FILED AND CERTIFICATE
ISSUED
NOV 12 1908
D. B. G. O. K.
SECRETARY OF STATE.

STATE OF MISSOURI.

No. 1004

Certificate and License.

Whereas, *The Illinois Southern Railway Company*
incorporated under the laws of the state of *Illinois*
has filed in the office of the Secretary of State, duly authenticated evi-
dence of its incorporation, as provided by law, and has, in all respects,
complied with the requirements of law governing FOREIGN PRIVATE
CORPORATIONS.

Now, Therefore, I, *Samuel B. Cook*, Secretary of State of the
State of Missouri, in virtue and by authority of law, do hereby certify
that said *The Illinois Southern Railway Company*
is from the date hereof duly authorized and licensed to engage exclu-
sively, in the State of Missouri, in the business of *operating*
and maintaining as part of its line of road,
the railroad heretofore constructed in
the State of Missouri by the Southern
Missouri Railway Company incorpor-
ated under the laws of Missouri

which is authorized by its charter, for a term ending *May 24th*
1920, and is entitled to all the rights and privileges granted to Foreign
Corporations under the laws of this State; that the amount of the capi-
tal stock of said corporation is *four Million Dollars*
~~Dollars~~ and the amount of said capital stock represented by its property
located and business transacted in the State of Missouri is
One Million two hundred and thirty thousand and eight hundred
and that its public office for
the transaction of business in Missouri is located at St. Louis

IN TESTIMONY WHEREOF, I hereunto set my hand and affix
the Great Seal of the State of Missouri. Done at
[SEAL] the City of Jefferson, this *12th* day of
November A. D. Nineteen Hundred
and Three

Samuel B. Cook
Secretary of State.
Ray J. Edwards
Chief Clerk

State of Missouri, {
County of Ste. Genevieve, } ss

John C. Collins, of lawful age, being duly sworn, upon his oath states that he is the Agent of The Illinois Southern Railway Company, a corporation duly incorporated under the laws of the State of Illinois, on the 24th day of May, 1900, for a term of fifty years, and represents said corporation in the State of Missouri; that the common capital stock of said corporation is, as he is informed, at this time, Four Million Dollars, and the proportion of the said capital stock which is represented by its property located and business transacted in the State of Missouri, is One Million Two Hundred Thirty Thousand Eight Hundred Dollars (\$1,230,800.00), as he is informed and believes; and that the public office of the said corporation and place for the transaction of its business in the State of Missouri is located at the City of Ste. Genevieve, Missouri.

J. C. Collins,

Assistant Superintendent.

Subscribed and sworn to before me, this 30th day of October, 1903.

(seal)

G. J. Stanton, Notary Public,

Ste. Genevieve County, Missouri.

My Commission expires Jan. 16th, 1905.

State of Illinois, {
County of Cook, } ss

We, John W. Walsh, President, and Charles F. Weinland, Secretary, of The Illinois Southern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, by charter bearing date shown on certified copy of its articles of incorporation, located at Chicago, Illinois, do solemnly swear that in making application for license to do business in Missouri

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under the provisions of Section 1025, R.S., 1899, as amended by and Act approved March 24, 1903, we are duly authorized to represent said corporation in making this affidavit, and that it is the desire of said corporation to carry on in the State of Missouri solely the business of operating a railroad as hereinafter stated; that the business in which the said The Illinois Southern Railway Company is engaged is the operation of a railroad from Salem, Illinois, to Bismarck, Missouri, and that it proposes to operate and maintain in the State of Missouri as part of its said line of road the railroad heretofore constructed in the State of Missouri by the Southern Missouri Railway Company incorporated under the laws of Missouri, December 24, 1900, it having acquired the same by purchase.

In Witness Whereof, we have hereunto subscribed our names as President and Secretary of said Company, and have also caused the corporate seal to be hereunto affixed this 11th day of November, 1903.

John W. Walsh, President.

THE ILLINOIS SOUTHERN RAILWAY COMPANY.

(SEAL)

Charles F. Weinland, Secretary,

THE ILLINOIS SOUTHERN RAILWAY COMPANY.

Subscribed and sworn to before me, this 11th day of November, 1903.

W. A. C. Smith, Notary Public.

(seal)

Cook County, Illinois.

My Commission expires Sept. 19, 1906.

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A

ARTICLES OF INCORPORATION OF THE ILLINOIS SOUTHERN RAILWAY COMPANY.

FIRST: The name of this corporation shall be THE ILLINOIS SOUTHERN RAILWAY COMPANY.

SECOND: The places from and to which it is intended to construct the said railroad are as follows: from the east line of Marion County, into and through the Counties of Marion, Clinton, Perry, and Washington, and into the County of Randolph, in the State of Illinois, and through the towns of Salem, Nashville, Sparta, and Evansville, to its terminus in the City of Chester, in said Randolph County, with a branch from the City of Sparta, to Rosborough in said Randolph County.

THIRD: The principal business office of this Corporation shall be established and maintained at Chicago, County of Cook, State of Illinois.

Fourth: The time of commencement and the period of the continuance of the said proposed corporation is May 21st, A.D., 1900, for the period of fifty years.

Fifth: The amount of capital stock of this corporation shall be two million dollars.

Sixth: The names and places of residence of the several persons forming the corporation are as follows:

Azel F. Hatch,	Chicago, Ill.
Edward C. Ritscher,	do do
Charles D. Organ,	do do
Charles Huntoon,	do do
Fred W. Kraft,	do do

Seventh: The names of the first Board of Directors are: C. H. Bosworth, John R. Walsh, L. A. Walton, Azel F. Hatch, W. V. Stockton, W. S. Ingraham, William Burry, and the government of this corporation shall be vested in the Board of Directors thereof.

Eighth: The capital stock of this corporation shall be divided into twenty thousand shares of one hundred dollars each.

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IN WITNESS WHEREOF, we have hereunto severally subscribed
our names this 19th day of May, 1900.

Azel F. Hatch,
Edward C. Ritscher,
Charles D. Organ,
Charles Huntoon.
Fred W. Kraft.

State of Illinois, (
Perry County,) ss

No. 50591.

Filed for record this 21st day of May, A.D., 1900, at 9
o'clock A.M., and recorded in Record 37, of Misc. Records on
page 115.

Fees 60 ¢ paid. Albert A. Driemeyer, Recorder.

State of Illinois, (
Randolph County,) ss

14795.

May 19, 1900.

RECORDER'S OFFICE.

I, Wm. H. Miller, Clerk of the Circuit Court and Ex-Officio
Recorder within and for the County and State aforesaid, do hereby
certify that the within and foregoing instrument of writing was
filed for record on the 21st day of May, 1900, at 12 o'clock M,
and duly recorded in Volume 46, of Misc. on Page 500.

In Testimony Whereof, I have hereunto set my hand the day and
date aforesaid.

Wm. H. Miller,
Clerk and Recorder.

60 cents paid.

By _____ Deputy.

State of Illinois, (
Washington County,)

This instrument of writing was filed for record this 21 day
of May, A.D., 1900, at 4:30 o'clock P.M., and duly recorded in
Book No. 4, of Miscell. on page 282.

75 ¢ paid.

T. J. Vernor, Clerk.
By _____ Deputy.

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State of Illinois, ()ss
Marion County, ()

I, I. B. Betts, Clerk of the Circuit Court and ex-officio Recorder, within and for the County and State aforesaid, do hereby certify that the within and foregoing instrument of writing was filed for record on the 21 day of May, A.D., 1900, at 9 o'clock P.M., and duly recorded in Volume 6, of Miscellaneous on Page 94.

In Testimony Whereof, I have hereunto set my hand the day and date aforesaid.

Fee 60 paid.

I. B. Betts, Recorder.

State of Illinois, ()ss
Clinton County, ()

This instrument was filed for record 22nd day of May, 1900, at 8:30 o'clock A.M., and recorded in Book "G. G." of Misc. Record Page 366.

75 ¢ paid.

F. H. Albeis, Recorder.

Filed for record
May 24, 1900, at 9 o'clock A.M.
James A. Rose,
Sec'y of State.

UNITED STATES OF AMERICA, ()ss
STATE OF ILLINOIS. ()

OFFICE OF THE SECRETARY OF STATE.

I, James A. Rose, Secretary of State of the State of Illinois, do hereby certify that the foregoing is a true copy of Articles of Incorporation of The Illinois Southern Railway Company, which was filed for record in this office on the 24th day of May, 1900, at nine o'clock A.M., and recorded in Book No. 15, of Railroad Records.

In Witness Whereof, I hereto set my hand and affix the Great Seal of ~~xxx~~ State, at the City of Springfield, the 27th day of October, A.D., 1903.

James A. Rose,

(SEAL)

Secretary of State.

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B.

ARTICLES OF INCORPORATION.

OF

ST. LOUIS AND SOUTHERN ILLINOIS RAILROAD COMPANY.

The undersigned, for the purpose of organizing a railroad corporation under and pursuant to the laws of the State of Illinois, do hereby adopt and sign the following Articles of Incorporation, to-wit: (Ten Cent Revenue Stamp).

First: The name of this corporation shall be "St. Louis and Southern Illinois Railroad Company."

Second: The places from and to which it is intended to construct the said railroad are as follows: From the City of East St. Louis, in the County of St. Clair, State of Illinois, and extending thence through the County of St. Clair, and through the County of Monroe, into the County of Randolph, to Moro Landing, on the Mississippi River, and extending thence to Missouri Junction, in said Randolph County, State of Illinois.

Third: The principal office of this corporation shall be established and maintained at Chicago, County of Cook, State of Illinois.

Fourth: The time of commencement and the period of continuance of the said proposed corporation are as follows: The time of commencement is February 5th, 1901, and the period of continuance is fifty years; such corporation may be renewed as provided by law.

Fifth: The amount of capital stock of this corporation shall be fifty thousand dollars (\$50,000).

Sixth: The names and places of residence of the several persons forming the corporation are as follows:

Bluford Wilson,	Springfield, Illinois.
James L. Cook,	Springfield, Illinois,
T. B. Gillin,	Springfield, Illinois.

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G. H. Withrow, Springfield, Illinois.

Phillip Barton Warren, Springfield, Illinois.

Seventh: The names of the first Board of Directors are:

G. H. Bosworth, Chicago, Illinois.

Bluford Wilson, Springfield, Illinois.

Phillip Barton Warren, Springfield, Illinois.

John W. Walsh, Chicago, Illinois.

Charles F. Weinland, Chicago, Illinois.

The government of this corporation shall be vested in a President, the Board of Directors, and such other officers as the Board of Directors shall appoint.

Eighth: The capital stock of this corporation shall be divided into five hundred shares (500) of one hundred dollars (\$100) each.

In Witness Whereof, we have hereunto severally subscribed our names this 4th day of February, A.D., 1901.

Bluford Wilson, (seal)

T. B. Gillin, (seal)

G. H. Withrow, (seal)

James L. Cook, (seal)

Phillip Barton Warren, (seal)

State of Illinois, ()ss
St. Clair County, (

This instrument was filed for record at 10:30 o'clock A.M., February, 5th, 1901, and recorded in Book 9, page 269.

1.00 paid.

G. A. Hoefele, Recorder.

State of Illinois, ()ss
Randolph County, (#138. Recorder's Office.

I, Wm. H. Miller, Clerk of the Circuit Court and ex-officio Recorder within and for the County and State aforesaid, do hereby certify that the within and foregoing instrument of writing was filed for record on the 5th day of Feby, 1901, at 1 o'clock P.M., and duly recorded in Volume 46, of Misc. on Page 543.

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In Testimony Whereof, I have hereunto set my hand the day
and date aforesaid.

(seal)

Wm. H. Miller, Recorder.

(\$1.00 paid.

By _____ Deputy.

State of Illinois, () ss
Monroe County, ()

#65

I hereby certify that the written instrument was filed in
this office for Record 7th day of Feby., 1901, at 10 o'clock A.M.,
and duly recorded in Book A, of Incorporations Page 11.

Frank Durfee,

1.00 paid.

Clerk and ex-officio Recorder.

Filed for record
February 9th, 1901,
At Two o'clock P.M.
James A. Rose,
Sec'y of State.

UNITED STATES OF AMERICA, () ss
STATE OF ILLINOIS. ()

OFFICE OF THE SECRETARY OF STATE.

I, James A. Rose, Secretary of State of the State of
Illinois, do hereby certify that the foregoing is a true copy of
Articles of Incorporation of St. Louis and Southern Illinois
Railroad Company, which was filed for record in this office on
the ninth day of February, 1901, at two o'clock P.M., and recorded
in Book No. 15, of Railroad Records.

In Witness Whereof, I hereto set my hand and affix the
Great Seal of State, at the City of Springfield, the 27th day of
October, A.D., 1903.

James A. Rose,

(seal)

Secretary of State.

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(3)

THIS INDENTURE, made and entered into this 10th day of October, A. D., One Thousand Nine Hundred and Two, by and between The St. Louis and Southern Illinois Railroad Company, party of the first part, and The Illinois Southern Railway Company, party of the second part.

WITNESSETH, THAT WHEREAS, both ~~of~~ the said parties of the first and second part are railroad corporations duly created by and existing under the general laws of the State of Illinois, the said St. Louis and Southern Illinois Railroad Company, party of the first part, having been incorporated to construct and operate a railroad in said State, commencing at the City of East St. Louis, in the County of St. Clair, and extending thence through the County of Monroe, into the County of Randolph, to Moro Landing on the Mississippi River, and thence to Missouri Junction in said County of Randolph and having constructed that part of its said railroad in Randolph County from a point near Moro Landing on the Mississippi River, to a point of connection with the Illinois Southern Railroad, at said Missouri Junction; and

WHEREAS, the said The Illinois Southern Railway Company is now, and at the time of the adoption of the resolutions hereinafter set forth was, in possession of and operating in connection with and extension of its own railroad line, the said railroad of the party of the first part so completed as aforesaid; and

WHEREAS, at a meeting of the stockholders of the said party of the first part, duly convened at its office in the City of Chicago, on the 16th day of September, 1902, the following resolution was duly adopted by the affirmative vote of all the Stockholders of the party of the first part, and duly entered upon the records of said Company, to-wit:

"RESOLVED, that the Directors of this Company be and they are hereby authorized to sell and to direct the President, in its corporate name and under its corporate seal, by instruments in appropriate form, to transfer and convey in fee simple the railroad

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and all property, corporate rights and franchises of this Company to The Illinois Southern Railway Company upon the following terms and conditions, to-wit: That the said the Illinois Southern Railway Company shall agree and bind itself and its successors during its and their corporate existence to maintain and operate the road as part of its and their line of railroad, and pay all of this Company's outstanding and unpaid indebtedness, by whomsoever held on October 1st, 1902, estimated to amount to the sum of \$225,000.

And be it further resolved that upon the full consummation of such sale, that all shares of stock of this Company be surrendered by the holders thereof and cancelled, and that all its books, records, papers, documents, property and assets of every description be then delivered over to the possession of said The Illinois Southern Railway Company.

And the Secretary of this Company is requested to make a copy of the foregoing resolution to be presented to the Stockholders of The Illinois Southern Railway Company and the President of this Company is authorized to present the same to that Company for its action and acceptance."

AND WHEREAS, at the regular annual meeting of the stockholders of The Illinois Southern Railway Company, duly convened and held at its office in the City of Chicago, on the 24th day of September, 1902, in pursuance of notice, such notice having been given for more than sixty days prior to the said meeting, as provided by law, and stating that a proposition for the purchase of the property and franchises of the party of the first part would at said meeting be submitted and acted upon, it was by the affirmative vote of more than two-thirds in amount of the capital stock of said Company resolved by said stockholders that the said proposition embodied in the resolution aforesaid be accepted, and the purchase of the said railroad and all the corporate rights, franchises, and property of the said The St. Louis and Southern Illinois Railroad

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Company, upon the terms and conditions in said proposition stated, be made, and the Directors of The Illinois Southern Railway Company were then also empowered to do and perform all such acts as might by them be deemed necessary in the consummation of such purchase, and

WHEREAS, at a meeting of the Board of Directors of the party of the first part, held on the 24th day of September, 1902, the execution of this indenture, in the form as the same now appears, was duly authorized by the Directors of The St. Louis and Southern Illinois Railroad Company, and its acceptance has been also duly authorized by the Directors of The Illinois Southern Railway Company, all of which more fully appears upon the corporate records of said respective Companies.

NOW, THEREFORE, the said The St. Louis and Southern Illinois Railroad Company, in consideration of the premises and of the payment of one dollar by the said The Illinois Southern Railway Company, the receipt whereof is hereby acknowledged, and to carry out the purposes of the resolutions aforesaid, has granted, bargained, sold, released, conveyed, confirmed and warranted and by these presents doth grant, bargain, sell, release, convey, confirm, and warrant unto the said The Illinois Southern Railway Company, and unto its successors and assigns forever, all and singular and in fee simple, its existing and heretofore constructed line of railroad, lying and being in the County of Randolph, in the State of Illinois, and extending from a point near Moro Landing on the Mississippi River to a point of intersection at Missouri Junction in said County, with the line of railroad of The Illinois Southern Railway Company, together with all its franchises, rights, and privileges, and the right to use and enjoy the said railway property corporate rights and franchises, and all other property which the said party of the first part owns or in which it has any interest, whether it be lands, rights of way, railroad tracks, easements and rights connected therewith and appurtenant thereto, or super-

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structures, buildings, bridges, erections, fixtures, tracks, viaducts, culverts, fences, or other property of every and any character and description, it being intended hereby to convey in fee simple all of its property to the said party of the second part, said franchises, lines of railway, properties, and estate and each and every part thereof to be held, possessed, owned and enjoyed by the said party of the second part, its successor, or successors, and assigns forever, subject only to the terms and conditions in the said resolutions hereinbefore recited, to all which terms and conditions the party of the second part hereby binds itself, and its successors during its and their corporate existence, and particularly and specifically binds itself and its successors during its and their corporate existence, to maintain and operate the said railroad as now constructed from Missouri Junction to a point near Moro Landing on the Mississippi River as part of the line of railroad now operated by The Illinois Southern Railway Company, and also to pay all of the outstanding indebtedness of the party of the first part, by whomsoever held on the first day of October, 1902, estimated to amount to the sum of Two Hundred Twenty-five Thousand Dollars.

IN WITNESS WHEREOF, the said party of the first part, pursuant to the resolution of its Board of Directors, hath caused this instrument to be signed by its President and its corporate seal to be hereunto affixed and attested by its Secretary and the party of the second part, under the direction and by the authority of its Board of Directors has caused this instrument to be signed by its President and its corporate seal to be affixed and attested by its Secretary the day and year first above written.

THE ST. LOUIS AND SOUTHERN ILLINOIS RAILROAD COMPANY.

By (Signed) J. R. Walsh, President.

Attest:

(signed) C. F. Weinland, Secretary.

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THE ILLINOIS SOUTHERN RAILWAY COMPANY.

By (Signed) J. W. Walsh, President.

Attest:

(Signed) C. F. Weinland, Secretary.

State of Illinois, () ss
County of Cook, ()

Be it remembered, that on this 14th day of October, 1902, before me, a Notary Public, of said County and State, personally appeared John R. Walsh, John W. Walsh, and Charles F. Weinland, to me each personally known, and the said John R. Walsh known to me to be the President of The St. Louis and Southern Illinois Railroad Company, and the said John W. Walsh known to me to be the President of The Illinois Southern Railway Company, and the said Charles F. Weinland known to me to be the Secretary of both said Companies, and the said John R. Walsh and the said John W. Walsh, each acknowledged that they subscribed, executed, and delivered the foregoing instrument for and on behalf of and by authority of the respective Boards of Directors of said Corporations and as the free and voluntary act of said Corporations, and each declared that the corporate seals of said respective corporations affixed to said instrument were and are the corporate seals thereof, and the said Charles F. Weinland acknowledged that he signed said instrument as the Secretary of each said corporations by authority of the Board of Directors thereof, and by like authority affixed thereto the official corporate seals thereof, and that the corporate seals so affixed are the Corporate seals thereof.

In Witness Whereof, I have hereunto set my hand and official seal this 14 day of October, 1902.

(Signed) Donald M. Cameron,

Notary Public, Cook County, Illinois.

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(D)

THIS INDENTURE, made and entered into this fifteenth day of October, One Thousand Nine Hundred and Three, between the Southern Missouri Railway Company, a corporation created, organized and existing under and by virtue of the laws of the State of Missouri, party of the first part, and The Illinois Southern Railway Company, a corporation created, organized and existing under the laws of the State of Illinois, party of the second part.

WITNESSETH: That Whereas, the Southern Missouri Railway Company, party of the first part, in pursuance of the terms and provisions of its charter, has heretofore constructed and became the owner of a railroad commencing at Little Rock Landing on the Mississippi River in Ste. Genevieve County, Missouri, and extending in a southwesterly direction through said County of Ste. Genevieve and the County of St. Francois, to the City of Bismarck, Missouri, and in connection with its said railroad also became the owner of a transfer boat used on the Mississippi River in the transfer of cars from and to its line of railroad, and the owner of other property pertaining to its said railroad, and

WHEREAS, The Illinois Southern Railway Company owns and operates a railroad which connects at the Mississippi River on the Boundary line between the States of Illinois and Missouri with the railroad of said Southern Missouri Railway Company, and the roads of said Companies together form a continuous line from Salem, Illinois, to Bismarck, Missouri, and the said The Illinois Southern Railway Company is in possession of and operating the said Southern Missouri railroad, and

WHEREAS, it is provided by the statutes of the State of Missouri that any railroad company organized in pursuance of the laws of any other State may purchase all or any part of a railroad with all its privileges, rights, franchises, real estate and other property, the whole or any part of which is in the State of Missouri, if the lines of the road of such companies are continuous or connected at a point either within or without the State, upon such

terms as may be agreed upon between said companies respectively, provided that the holders of a majority of the stock of the company whose property rights and privileges are proposed to be purchased shall have assented thereto in writing, and

WHEREAS, it is provided by the laws of the State of Illinois, that any railroad company organized under the laws of the State of Illinois, which is in possession of and operating in connection with or extension of its own railway line, or owning and operating a railroad which connects at the boundary line of that state with a railroad in any other state, is authorized to purchase and hold in fee simple and to use and enjoy the railway property, corporate rights, and franchises of the company owning such other or connecting road, upon such terms and conditions as may be agreed upon between the directors and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale, and

WHEREAS, the assent of all the stockholders of the Southern Missouri Railway Company has been duly given in writing to the purchase by The Illinois Southern Railway Company of all the railroad of the Southern Missouri Railway Company, together with all its privileges, rights, franchises, real estate and other property, and

WHEREAS, at a meeting of the Boards of Directors of said respective railway companies, duly convened and held on the 6th day of August 1903, the said Southern Missouri Railway Company and the said The Illinois Southern Railway Company agreed upon the terms and conditions of the sale by the said Southern Missouri Railway Company to said The Illinois Southern Railway Company of the railroad and all the property, corporate rights, and franchises of the said Southern Missouri Railway Company, which said purchase and the terms and conditions thereof were afterwards, to-wit: on the 15th day of October

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1903, at a meeting of the stockholders of The Illinois Southern Railway Company duly convened and held in pursuance of notice duly given and published as provided by the laws of the State of Illinois, duly approved by the affirmative votes of the shares of stock of more than two-thirds in amount of the entire capital stock of the Company, and all the resolutions of the directors and all the acts and proceedings of the stockholders in reference to and in affirmance and approval of said sale by the respective stockholders of said companies were duly recorded upon the corporate records thereof and the execution of this indenture was duly authorized.

THEREFORE, in consideration of the premises, and of the payment of the agreed purchase price by the party of the second part to the party of the first part, the receipt of which is hereby acknowledged, and in consideration of the agreement of the party of the second part, the grantee herein, by the acceptance hereof to assume and also pay for all labor employed by and for all material and equipment delivered to the grantor after June 30, 1903, and sundry bills not exceeding Twenty-five Thousand Dollars in amount for material delivered to the grantor before June 30, 1903, and also all unpaid equipment notes heretofore executed by the grantor which mature after June 30, 1903, such equipment notes amounting in the aggregate to Two Hundred and Twenty Thousand Five Hundred and Twenty-five Dollars and Thirty-eight Cents, also any amount that may yet be found to be owing by the grantor to Mac Arthur Brothers Company for construction work, the said Southern Missouri Railway Company, party of the first part, in pursuance of the authority aforesaid, hereby grants, bargains, sells, conveys, confirms and warrants unto the said The Illinois Southern Railway Company and its successors, in fee simple, all of the said railroad of the said Southern Missouri Railway Company, together with all of its other property, corporate rights, and franchises, subject only to the liability for the

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assumed indebtedness aforesaid and to the condition that the said The Illinois Southern Railway Company and its successors shall maintain and operate said railroad, and perform all the obligations to the State of Missouri to the same extent that the Southern Missouri Railway Company was and is required to perform the same, it being the intention hereby that the said The Illinois Southern Railway Company and its successor or successors shall forever have, hold and own in fee simple, and use and enjoy the full and exclusive right and title to and possession of all and singular said line of railroad located and constructed as aforesaid and extending from Little Rock Landing in Ste. Genevieve County, Missouri, through the Counties of Ste. Genevieve and St. Francois in said State, to the City of Bismarck, together with all rights of way, easements, lands, boats, riggings, trestles, incline tracks, superstructures, embankments, bridges, railroad tracks, track material, tools and appliances, and everything whatsoever pertaining to said railroad or any part thereof, together with all cars, engines and equipment pertaining or belonging to said railroad wherever being, and that this indenture shall likewise operate to assign and transfer the franchises and all choses in action, contracts, leases, ordinances, and other writings under and by which said Southern Missouri Railway Company has acquired and holds any rights, also as evidence of the delivery of all of its personal property and assets of every kind and description to the said The Illinois Southern Railway Company.

IN WITNESS WHEREOF the said Southern Missouri Railway Company in pursuance of the authority aforesaid has caused the execution hereof by its President and its corporate seal to be hereunto affixed and attested by its Secretary this 15th day of October 1903.

Attest:

(Signed) C. F. Weinland,
Secretary.

SOUTHERN MISSOURI RAILWAY COMPANY

By (Signed) J. R. Walsh, President

1a.

STATE OF ILLINOIS |
COUNTY OF COOK | ss.

On this 15th day of October 1903, personally appeared before the undersigned, a Notary Public in and for said County and State, John R. Walsh, to me personally known, who being by me duly sworn, did say that he is President of the Southern Missouri Wailway Company, a corporation of the State of Missouri, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed by him as such President and executed in behalf of said corporation by authority of its Board of Directors, and is the free act and deed of said corporation.

WITNESS my hand and official seal the date last above written.

(Signed) Donald M. Cameron,

Notary Public, Cook County, Illinois.

My Commission expires Sept. 19th, 1906.

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I, Charles F. Weinland, Secretary of The Illinois Southern Railway Company, and the keeper of its Corporate Seal and the custodian of its records, deeds and other documents, hereby certify that the above document marked (C) is a true copy of the original deed now in the files of my said office from the St. Louis and Southern Illinois Railroad Company to The Illinois Southern Railway Company; and that the above document marked (D) is a true copy of the original deed now in the files of my said office from the Southern Missouri Railway Company to The Illinois Southern Railway Company; and I further certify that the recitals in each and both said documents of the proceedings and acts whereby The Illinois Southern Railway Company became the owner of the property and franchises therein mentioned, are true and correct as appears from the Corporate records of the several Corporations therein mentioned now in my custody.

IN WITNESS WHEREOF I have hereunto subscribed my name and affixed the Corporate seal of said The Illinois Southern Railway Company this 28th day of October 1903.

C. F. Weinland, Secretary
of The Illinois Southern Railway
(SEAL). Company.

20

(E)

STATE OF ILLINOIS |
COUNTY OF COOK | ss.

The undersigned, John W. Walsh, President, and Charles F. Weinland, Secretary of The Illinois Southern Railway Company, hereby certify and upon their oath state, that subsequent to the filing of the articles of incorporation of The Illinois Southern Railway Company in the office of the Secretary of State of the State of Illinois, to-wit on the 15th day of October 1903, the common capital stock of said Company was authorized to be increased from Two Million Dollars named in its original articles of incorporation to Four Million Dollars, and that of the Four Million Dollars of its common capital stock more than one half thereof has been fully paid; that the proportion of the Four Million Dollars of the common capital stock of said Company which is represented by its property located and business transacted in the State of Missouri in the ownership and operation of the railroad acquired by purchase from the Southern Missouri Railway Company in the Counties of Ste. Genevieve and St. Francois is One Million Two Hundred Thirty Thousand Eight Hundred Dollars (1,230,800.00), based upon the proportion that its forty-three and two-tenths (43.2) miles of railroad in the State of Missouri bears to its entire mileage in both the states of Illinois and Missouri.

They further certify and state that the said The Illinois Southern Railway Company has established and maintains an office and agency for the transaction of its business at the City of Ste. Genevieve and County of Ste. Genevieve in the State of Missouri, where legal service may be obtained upon it, and that John C. Collins of Ste. Genevieve, Missouri, is a duly authorized agent and represents said corporation in the State of Missouri.

And they further swear that they are duly authorized to

represent said corporation x in making this affidavit, and that the said The Illinois Southern Railway Company is not now a member of or party to any pool, trust, agreement, combination, confederation or understanding with any other corporation, partnership, individual, or any other person/ or association of persons to regulate or fix the price of any article of manufacture, mechanism, merchandise, commodity, convenience, repair, any product of mining or any article or thing whatsoever, and that it has not issued and does not own any trust certificates, and has not entered into and is not now in any combination, contract or agreement with any person or persons, corporation or corporations, or with any stockholder or director thereof, the purpose or effect of which said combination contract or agreement would be to place the management or control of such combination or combinations, or the product thereof, in the hands of any trustee or trustees with the intent to limit or fix the price or lessen the production of any article of commerce, use or consumption, or to prevent, restrict or diminish the manufacture or output of any article, and that it has not made or entered into any arrangement, contract or agreement with any person, association of persons or corporation designed to lessen or which tends to lessen full and free competition in the importation, manufacture or sale of any article, product or commodity in the State of Missouri, or under ~~the terms of which it is proposed, stipulated, provided, agreed~~ or understood that any particular specified article, product or commodity shall be dealt in, sold or offered for sale in this State to the exclusion in whole or in part of any competing article, product or commodity; and that in making application for license to do business in Missouri it is the desire of said corporation to carry on in the State of Missouri solely the business of operating a railroad which is authorized by its charter, and that if said corporation is licensed it

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shall not or will not do and transact any other business in Missouri, or exercise any other or further rights, powers or privileges that those provided for in its charter and under the charter of the company to whose rights it has succeeded, whether or not its charter powers be so limited.

IN WITNESS WHEREOF we have hereunto subscribed our names both as President and Secretary of said Company and as individuals acting on its behalf, and have caused the corporate seal thereof to be hereunto affixed and attested.

THE ILLINOIS SOUTHERN RAILWAY COMPANY.

(SEAL):
Attest:

By J. W. Walsh, President.

C. F. Weinland, Secretary.

John W. Walsh,

Charles F. Weinland.

Subscribed and sworn to before me this 29th day of October 1903.

W. A. C. Smith, Notary Public,
Cook County, Illinois.

(SEAL).

My Commission expires Sept. 19, 1906.

Filed and Certificate issued Nov. 12, 1903.

Sam. B. Cook, Secretary of State.

S T A T E O F M I S S O U R I .

No. 1004.

CERTIFICATE AND LICENSE.

WHEREAS, The Illinois Southern Railway Company, incorporated under the laws of the State of Illinois, has filed in the office of the Secretary of State, duly authenticated evidence of its incorporation, as provided by law, and has, in all respects, complied with the requirements of law governing Foreign Private Corporations.

NOW, THEREFORE, I, SAMUEL B. COOK, Secretary of State of the State of Missouri, in virtue and by authority of law, do hereby certify that said The Illinois Southern Railway Company, is from the date hereof, duly authorized and licensed to engage exclusively, in the State of Missouri, in the business of operating and maintaining as part of its line of road, the railroad heretofore constructed in the State of Missouri, by the Southern Missouri Railway Company, incorporated under the laws of Missouri, which is authorized by its charter, for a term ending May 24th, 1950, and is entitled to all the rights and privileges granted to Foreign Corporations under the laws of this State; that the amount of the capital stock of said corporation is Four Million Dollars, and the amount of said capital stock represented by its property located and business transacted in the State of Missouri, is One Million two hundred and thirty thousand and eight hundred Dollars, and that its public office for the transaction of business in Missouri is located at Ste. Genevieve.

IN TESTIMONY WHEREOF, I hereunto set my hand and affix the

(SEAL)

Great Seal of the State of Missouri, Done
at the City of Jefferson, this 12th day of
November, A.D., Nineteen Hundred and three.

SAM B. COOK, Secretary of State,

By J. H. Edwards, Chief Clerk.

ARTICLES OF ASSOCIATION OF
MISSOURI-ILLINOIS RAILROAD COMPANY.

We, whose names are hereto subscribed, do hereby associate ourselves together for the purpose of forming a Company under the laws of the State of Missouri, for the purpose of purchasing a line of railroad hereinafter described, and the franchise and properties appertaining thereto, of, or formerly of the ILLINOIS SOUTHERN RAILWAY COMPANY, and of maintaining and organizing said line of railroad for public use in the conveyance of persons and property, and do hereby for that purpose, make and sign these Articles of Association, and do hereby state;

1.

The name of the Company formed shall be MISSOURI-ILLINOIS RAILROAD COMPANY.

11.

The number of years the Company is to continue is fifty years from the filing of these Articles in the Office of the Secretary of State of Missouri.

111.

The places from and to which the road is to be acquired, constructed, maintained and operated are as follows;

(1) The main line extending from a point in Salem, Marion County, Illinois, in a general southwesterly direction through the counties of Marion, Clinton, Washington, Perry and Randolph to Kellogg in Randolph County, Illinois, on the east side of the Mississippi River, thence by steam ferry across said Mississippi River to Little Rock Landing on the west side of said River in Ste. Genevieve County, Missouri, and from Little Rock Landing in Ste. Genevieve County, Missouri, in a southwesterly direction by way of the city of Ste. Genevieve, and through Ste. Genevieve County and the County of St. Francois, in the state of Missouri, to the City of Bismark, Missouri;

(2) The line extending from Collins in Randolph County, Illinois, to Chester, in Randolph County, Illinois.

CARTER GOUINSE JONES
Attorneys

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(3) The line extending from sparta, Illinois to the mine of the Illinois Fuel Company;

(4) The spur extending from a point on the track of the Louisville and Nashville Railroad in Washington County, Illinois, to Nashville in said County;

(5) The line extending from the main line of said railroad into the town of Evansville in Randolph County, Illinois.

IV.

The length of said road including all lines above named, as near as may be is, in the State of Missouri, 43.16 miles, and, in the aggregate, 136.24 miles of standard gauge.

V.

The names of each county in the State of Missouri, through which, or into which said road is made, or intended to be made, is Ste. Genevieve and St. Francois.

VI.

The amount of the capital stock of the Company is One Million Eight Hundred Thousand Dollars (\$1,800,000.00)

VII.

The number of shares of which said capital stock shall consist is Eighteen Thousand (18,000) shares of the par value of \$100.00 each.

VIII.

That the Board of Directors shall consist of nine persons, at least three of whom shall be citizens and residents of the State of Missouri, and the names and places of residence of the Directors of the Company, who shall manage its affairs for the first year, and until others are chosen in their place are as follows;

<u>NAME</u>	<u>PLACE OF RESIDENCE</u>
W. Frank Carter,	St. Louis, Missouri.
C. C. Collins,	" "
Wm. T. Jones,	" "
C. K. Rowland,	" "
Emmet T. Carter,	" "
Glendy B. Arnold,	" "
Oliver F. Erbs,	" "
Harry F. Knight,	" "
Clarence O. Gamble,	" "

CARTER, COLLINS & JONES
ST. LOUIS

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IN TESTIMONY WHEREOF, we have hereunto set our names and places of residence, and number of shares of stock, which all of us intend to take in said Company, this 7th day of January, 1921;

<u>NAME</u>	<u>PLACE OF RESIDENCE</u>	<u>NUMBER OF SHARES</u>
H. A. Carter	St. Louis, Mo.	1384
R. Collins	St. Louis, Mo.	2
J. S. Jones	St. Louis, Mo.	2
A. Foulkard	St. Louis, Mo.	2
Garnett T. Cooker	St. Louis, Mo.	2
Glady B. Arnold	St. Louis, Mo.	20
Oliver F. Erbs	St. Louis, Mo.	2
Merry F. Knight	St. Louis, Mo.	2
Claude O. Gaudin	St. Louis, Mo.	2

STATE OF MISSOURI,)
) SS
CITY OF ST. LOUIS,)

W. Frank Carter, C. C. Collins and Wm. T. Jones, being duly sworn, each on his oath states that he is one of the Directors named in the foregoing Articles of Association for the incorporation of the MISSOURI-ILLINOIS RAILROAD COMPANY: that at least One Thousand Dollars (\$1,000.00) of stock for every mile of standard gauge railroad made, or proposed to be made by said Company (being the amount of such stock required by Section 9852 of the Revised Statute of Missouri, 1919) has been subscribed thereto in good faith and that 5% has been paid thereupon in good faith and in cash to the Directors named in said Articles of Association, and that it is intended in good faith to maintain and operate the standard gauge road mentioned in said Articles of Association.

W. Frank Carter
 1893
 Hugh Jones.

Subscribed and sworn to before me this 7th day of January, 1921.

My commission expires August 26, 1923.

Mary D Ball

Notary Public, St. Louis,
Missouri.

CARTER, COLLINS & JONES
ST. LOUIS

No. 748

Articles of Association

Muskegon - Allouez Railroad Company

Location

Capital \$ 1,800,000

For a term of 50 years.

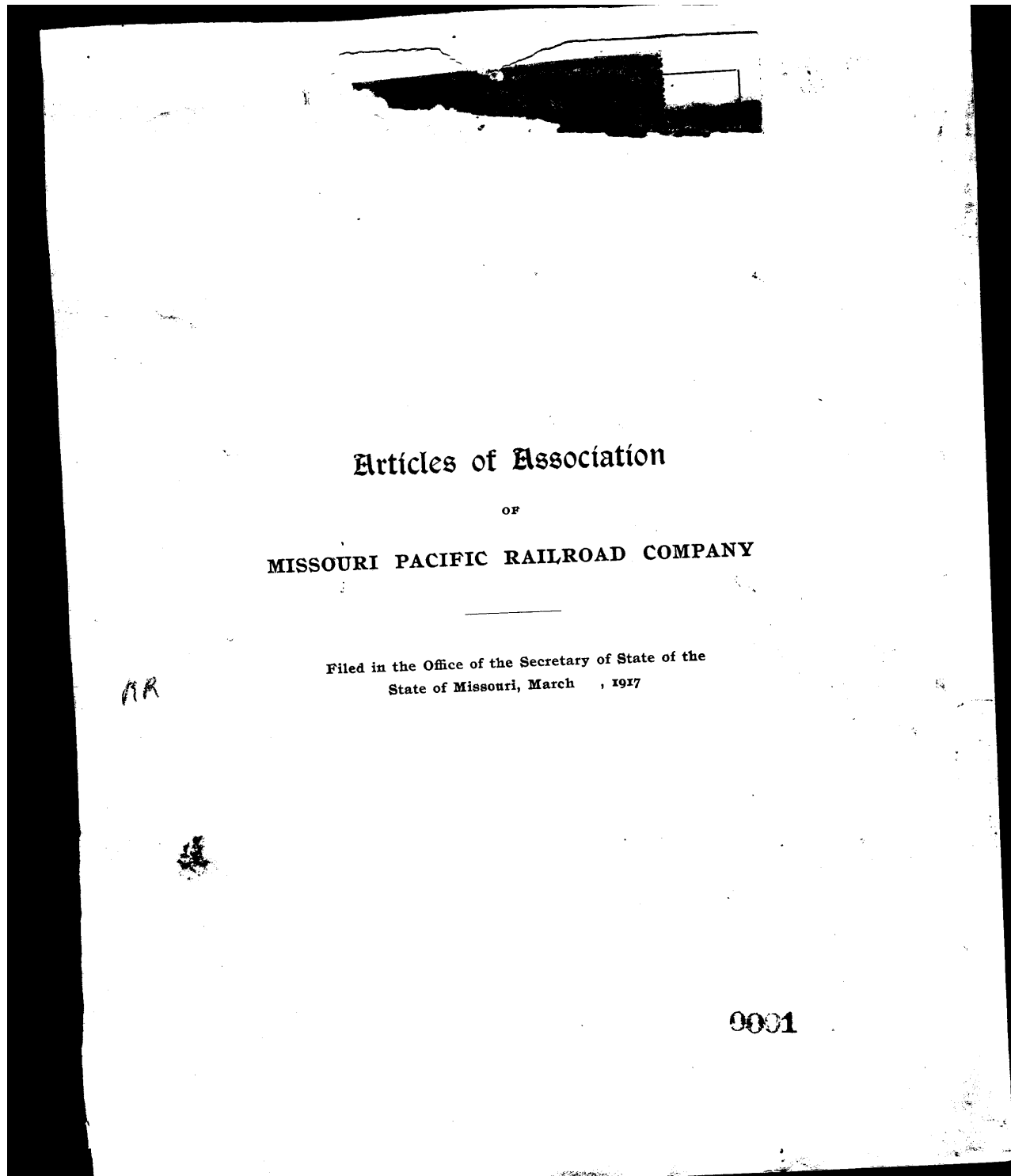
FILED
AND COPY ISSUED

JAN 8 1921

Secretary of State

Exa. [Signature] 1921

NOT STAMPS JEFFERSON CITY MISSOURI



ARTICLES OF ASSOCIATION

OF

MISSOURI PACIFIC RAILROAD COMPANY

We, whose names are hereunto subscribed, do hereby associate ourselves together for the purpose of forming a company under the laws of Missouri for the purpose of purchasing lines of railroad hereinafter described and the franchises and property appertaining thereto of, or formerly of, The Missouri Pacific Railway Company and lines of railroad hereinafter described and the franchises and property appertaining thereto of, or formerly of, St. Louis, Iron Mountain and Southern Railway Company, and of maintaining and operating said lines of railroad, and of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, and do hereby for that purpose make and sign these Articles of Association, and do hereby state :

I.

The name of the Company hereby formed shall be
MISSOURI PACIFIC RAILROAD COMPANY.

II.

The number of years the Company is to continue is nine hundred years from the filing of these Articles in the office of the Secretary of State of the State of Missouri.

III.

The places from and to which the road is to be acquired, constructed, maintained and operated are as follows :

1. A line from at or near Kansas City, Missouri, to the western boundary of Missouri, and thence to a point at or near Paola, Kansas.

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2. A line from at or near Ottawa, Kansas, by way of Council Grove, Gypsum City, Lindsborg, Marquette, Hoisington, La Crosse and Scott City, Kansas, to the western boundary of Kansas, and thence to a terminus at or near Pueblo, Colorado.

3. A line from at or near Gypsum City, Kansas, via Salina, Kansas, to a point at or near Marquette, Kansas.

4. A line from at or near Geneseo, Kansas, to a terminus at or near Kanopolis, Kansas.

5. A line from at or near Hoisington, Kansas, to a terminus at or near Great Bend, Kansas.

6. A line from at or near Fort Scott, Kansas, via Wichita, Kansas, to a terminus at or near Kiowa, Kansas.

7. A line from at or near El Dorado, Kansas, to a terminus at or near McPherson, Kansas.

8. A line from at or near West Wichita, Kansas, to a point at or near Geneseo, Kansas.

9. A line from at or near Nassau Junction, Missouri, via Chetopa, Kansas, to a terminus at or near Larned, Kansas.

10. A line from at or near Caney, Kansas, to a terminus at or near the southern boundary of Kansas.

11. A line from at or near Dexter, Kansas, to a terminus at or near Arkansas City, Kansas.

12. A line from at or near Olcott, Kansas, to a terminus at or near Iuka, Kansas.

13. A line from at or near Rich Hill, Missouri, to the western boundary of Missouri, and thence to a point at or near Fort Scott, Kansas.

14. A line from Barbee Street, at or near Walnut Street, Fort Scott, Kansas, to a point at or near the southern limits of Fort Scott, Kansas.

15. A line from at or near the southern limits of Fort Scott, Kansas, to a point at or near Cornell, Kansas.

16. A line from Fort Scott, Kansas, to a terminus at or near Topeka, Kansas.

17. A line from at or near Alton, Kansas, to a terminus at or near Stockton, Kansas.

18. A line from at or near Warwick, Kansas, and extending thence northwesterly to the northern boundary of Kansas.

19. A line from at or near Carthage Junction, about 1.17 miles north of Carthage, Missouri, to a point at or near Asbury, Missouri.

20. A line from at or near Joplin, Missouri, to a terminus at or near Grand Falls, Missouri.

21. A line from a terminus at or near Oronogo, Missouri, to a point at or near Webb City, Missouri.

22. A line from at or near Webb City, Missouri, to a point at or near Granby, Missouri, and also an extension thereof from said point at or near Granby, southeasterly to a terminus at Mears Mine, in the County of Newton, Missouri.

23. A line from at or near Sedalia, Missouri, to a terminus at or near Warsaw, Missouri.

24. A line from near Tower Grove Station, in the City of St. Louis, Missouri, to a point at or near Ivory Avenue, in said City of St. Louis.

25. A line from near Antoine, Arkansas, to a terminus near Womble, Arkansas.

26. A line from near Gurdon, Arkansas, to a point at or near Smithton, Arkansas.

27. A line from near Felsenthal, Arkansas, to the southern boundary of Arkansas, and thence to a point at Breard Street, Monroe, Louisiana.

28. A line from at or near Litro, Louisiana, to a terminus about 0.93 miles west of Farmerville, Louisiana.

29. A line from a point on Carter Avenue, in Vidalia, Louisiana, to a terminus at or near the northern boundary of Vidalia, Louisiana.

30. A line from at or near Alexandria, Louisiana, to a terminus at Division Street, in the City of Lake Charles, Louisiana.

31. A line from a point southeast of Alexandria, Louisiana, to a terminus at or near the Red River in the Parish of Rapides, Louisiana.

32. A line from at or near the intersection of Thirteenth Street and Second Avenue, in the City of Lake Charles, Louisiana, through said City to a connection with the railroad of Kansas City Southern Railway Company in said City.

33. A line from at or near the intersection of Moss and Twelfth Streets, in the City of Lake Charles, Louisiana, through said City to a terminus at or near the shore of Lake Charles, in said City.

34. A line from a connection with the line described in subdivision 93 hereof at or near Hot Springs, Arkansas, to a terminus at or near said Hot Springs.

35. A line from a point at the boundary between Kansas City, Missouri, and Kansas City, Kansas, to a point at or near Fourth Street, Atchison, Kansas.

36. A line from at or near Atchison, Kansas, to a point at the northern boundary of Kansas.

37. A line from at or near Paola, Kansas, to a point at or near Ottawa, Kansas.

38. A line from at or near Osawatomie, Kansas, to a point at or near Le Roy Junction, Kansas, about 3.30 miles west of Le Roy, Kansas.

39. A line from at or near Jefferson City, Missouri, to a terminus at or near Bagnell, Missouri.

40. A line from at or near Cole Junction, near Jefferson City, Missouri, to a point at or near Eton, Missouri.

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41. A line from at or near Congo, Missouri, to a point at or near Rock Creek, Missouri.
42. A line from at or near Lake City, Missouri, to a point at or near Independence, Missouri.
43. A line from at or near Marshall Junction, Missouri, to a terminus at or near Marshall, Missouri.
44. A line from at or near Pleasant Hill, Missouri, to a point at or near Joplin, Missouri.
45. A line from at or near Lake Junction, in the County of St. Louis, Missouri, to a terminus at or near Creve Coeur, Missouri.
46. A line from at or near Glencoe, Missouri, to a terminus at or near Lime Kilns, in the County of St. Louis, Missouri.
47. A line from at or near Warrensburg, Missouri, to a terminus at or near Stone Quarries, in the County of Johnson, Missouri.
48. A line from at or near Lexington, Missouri, to a point at or near Myrick, Missouri.
49. A line from at or near Lexington, Missouri, to a point at or near Sedalia, Missouri.
50. A line from at or near Waterville, Kansas, to a terminus at or near Lenora, Kansas.
51. A line from at or near Greenleaf, Kansas, to a terminus at or near Washington, Kansas.
52. A line from at or near Yuma, Kansas, to a point at or near Warwick, Kansas.
53. A line from at or near Jamestown, Kansas, to a terminus at or near Burr Oak, Kansas.
54. A line from at or near Downs, Kansas, to a point at or near Alton, Kansas.
55. A line from at or near Roper, Kansas, to a point near Peru, Kansas.
56. A line from at or near the intersection of the Levee and Plum Street in the City of St. Louis, Missouri, via Jefferson City, Sedalia, Pleasant Hill and Independence, Missouri, to a point at the boundary between Kansas City, Missouri, and Kansas City, Kansas.
57. A line from at or near Kirkwood, Missouri, to a connection at or near Vulcan Street in the City of St. Louis, Missouri, and from a connection at or near Broadway in said City of St. Louis to a terminus at or near the Mississippi River, at or near the Ferry Transfer Station, Carondelet, in said City of St. Louis, Missouri.
58. A line from at or near Le Roy, Kansas, to a point at or near Deering, Kansas.
59. A line from at or near Yates Center Branch Junction South to a point near Yates Center, and from at or near Durand to a connection with the line described in subdivision 58 hereof near Yates Center, all in Kansas.

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60. A line from at or near Atchison, Kansas, to a point at or near Waterville, Kansas.
61. A line from at or near the intersection of the Levee and Plum Street, in the City of St. Louis, Missouri, to the southern boundary of Missouri, and thence to a point at or near Argenta, Arkansas.
62. A line from at or near Argenta, Arkansas, to the western boundary of Arkansas, at or near Texarkana, Arkansas.
63. A line from at or near Mineral Point, Missouri, to a point at or near Potosi, Missouri.
64. A line from near Bismarck, Missouri, to a terminus near Belmont, Missouri.
65. A line from near Allenville, Missouri, to a terminus near Jackson, Missouri.
66. A line from near Poplar Bluff, Missouri, to a terminus at or near Bird's Point, Missouri.
67. A line from near Neeleyville, Missouri, to a terminus near Doniphan, Missouri.
68. A line from near Kuobel, Arkansas, to a terminus at or near Helena, Arkansas.
69. A line from near Diaz, Arkansas, to a terminus at or near Batesville, Arkansas.
70. A line from near Batesville, Arkansas, to a terminus at or near Cushman, Arkansas.
71. A line from near Bald Knob, Arkansas, to a point at or near West Memphis, Arkansas.
72. A line from the western boundary of Arkansas, near Ft. Smith, Arkansas, to a terminus near Greenwood, Arkansas.
73. A line from near Little Rock, Arkansas, to a terminus near Arkansas City, Arkansas.
74. A line from a connection with the line described in subdivision 73 hereof near Pine Bluff, Arkansas, to a connection with the line described in subdivision 98 hereof at or near said Pine Bluff.
75. A line from near McGehee, Arkansas, to the southern boundary of Arkansas, and thence to a point at or near Alexandria, Louisiana.
76. Spurs from the line described in subdivision 75 hereof, in or near (a) Monroe, Louisiana, (b) McGehee, Arkansas, and (c) Dermott, Arkansas, to connections with the lines described in subdivisions 29, 73 and 77 hereof respectively.
77. A line from Trippe Junction, Arkansas, to a terminus at or near Warren, Arkansas.
78. A line from at or near Gurdon, Arkansas, to a terminus at or near El Dorado, Arkansas.
79. A line from near Pine City, Arkansas, to a terminus near Brinkley, Arkansas.
80. A line from near Helena, Arkansas, to a terminus near Clarendon, Arkansas.

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81. A line from the centre of First Street, in Argenta, Arkansas, via Coal Hill, Altus and Van Buren, Arkansas, to the western boundary of Arkansas, and thence to the northern boundary of Oklahoma, and thence to a point at or near Coffeyville, Kansas.

82. A line from near Coal Hill, Arkansas, via Alix and Denning, Arkansas, to a point near Ozark, Arkansas.

83. A line from the western boundary of Arkansas near Ft. Smith, Arkansas, to a point at or near Van Buren, Arkansas.

84. A line from about 3.09 miles northeast of Batesville, Arkansas, to a terminus at or near Pfeiffer Stone Quarries, in the County of Independence, Arkansas.

85. A line from near El Dorado, Arkansas, to the southern boundary of Arkansas, and thence to a point near Ferriday, Louisiana, and thence to a terminus at Top of Incline, at or near Vidalia, Louisiana.

86. A spur from the line described in subdivision 85 hereof, to a connection with the line described in subdivision 29 hereof at Vidalia, Louisiana.

87. A line from near Hope, Arkansas, to a terminus near Nashville, Arkansas.

88. A line from near Smithton, Arkansas, to a terminus near Pike City, Arkansas.

89. A line from the Mississippi River, at or near Luna, Arkansas, to a terminus near Crossett, Arkansas.

90. A line from at or near Greenwood Junction, Arkansas, to a point at or near Ft. Smith, Arkansas.

91. A line from Cushman Connection Spur, near Batesville, Arkansas, to the northern boundary of Arkansas, and thence to a point at or near Carthage, Missouri.

92. A line from near McGehee, Arkansas, to a point at or near New Latour, Arkansas.

93. A line from near Halley, Arkansas, to the southern boundary of Arkansas, and thence to a point at or near Clayton Junction, in the Parish of Concordia, Louisiana.

94. A line from near Eudora, Arkansas, to the southern boundary of Arkansas, and thence to a terminus near Calvit, Louisiana.

95. A line from near Crane, Missouri, to a terminus near Springfield, Missouri.

96. A line from near Bridge Junction, Arkansas, to a point at or near Marianna, Arkansas.

97. A spur from at or near Ivory, Missouri, to a point near the southern boundary of the City of St. Louis, Missouri.

98. A line from at or near Pine Bluff, Arkansas, to a point at or near Benton, Arkansas.

99. A line from at or near Benton, Arkansas, to a terminus at or near Hot Springs, Arkansas.

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100. A line from near Concordia, Louisiana, to a point near Wildsville, Louisiana.

The lines described in the preceding paragraphs numbered 1 to 24, inclusive, and 35 to 60, inclusive, are of, or formerly of, said The Missouri Pacific Railway Company. The lines described in the preceding paragraphs numbered 25 to 34, inclusive, and 61 to 100, inclusive, are of, or formerly of, said St. Louis, Iron Mountain and Southern Railway Company.

It is intended that the Company also may acquire and may construct, maintain and operate additional lines of railroad and the franchises and property appertaining thereto of, or formerly of, The Missouri Pacific Railway Company, from and to the places specified below, viz. :

101. A line from the northern boundary of Kansas, to a terminus at or near Prosser, Nebraska.

102. A line from Omaha Southern Junction, near Union, Nebraska, to a point at or near Gilmore Junction, in the County of Sarpy, Nebraska.

103. A line from Nebraska City Junction, near Auburn, Nebraska, to a point about 3.42 miles south of Nebraska City, Nebraska.

✓ 104. A line from at or near the northern boundary of the County of Sarpy, to a terminus at or near Webster Street, Omaha, Nebraska.

105. A line from at or near West Side Junction, Omaha, Nebraska, to a point at or near Summit Junction in South Omaha, Nebraska.

106. A line from the northern boundary of Kansas, to a point at or near the northern boundary of the County of Sarpy, Nebraska.

107. A line from near Talmage, Nebraska, to a terminus at or near Crete, Nebraska.

108. A line from near Weeping Water, Nebraska, to a terminus at or near Lincoln, Nebraska.

109. A line from at or near Weeping Water, Nebraska, to a point near Union, Nebraska, and thence to a point about 3.42 miles south of Nebraska City, Nebraska.

It is intended that the Company also may acquire and may construct, maintain and operate additional lines of railroad and the franchises and property appertaining thereto of,

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or formerly of, St. Louis, Iron Mountain and Southern Railway Company, from and to the places specified below, viz. :

110. A line from Valley Junction, in the County of St. Clair, Illinois, to a point near Thebes, Illinois.

111. A line from a connection with the railroad of Southern Illinois & Missouri Bridge Company, near Thebes, Illinois, to a terminus near said Thebes.

112. Lines from near Thebes, Illinois, to a connection with the railroad of Chicago and Eastern Illinois Railroad Company near Thebes, Illinois, and from near Valley Junction, Illinois, to a point at or near East Ivory, Illinois, and from at or near Vulcan, Illinois, to a point at or near Bixby, Illinois.

113. A line from near Gorham, Illinois, to a terminus near Benton, Illinois.

114. A line from at or near Bush, Illinois, to a terminus at or near East Carterville, Illinois.

115. A line from near Marion, Illinois, to a terminus at or near Johnston City, Illinois.

116. A line from a connection with the line described in subdivision 114 hereof near Chalk Junction, near North Herrin, Illinois, to a terminus at Herrin North Spur, near said North Herrin.

117. A line from near North Herrin, Illinois, to a point at or near Johnston City, Illinois.

118. A line from a connection with the line described in subdivision 117 hereof near Oakridge Mine, County of Williamson, Illinois, to a terminus at Johnston City, North, Illinois.

Said described lines of railroad numbered 1 to 118, inclusive, are all connected and continuous, either directly or by means of bridge, ferry, or otherwise, or by other lines of railroad, constructed or to be constructed, and which bridge, ferry, line or lines such Company shall have the right by contract or otherwise, when completed, to use or operate.

IV.

The length of said road (including all lines above mentioned), as near as may be, is in the State of Missouri one thousand four hundred twenty-eight and eighty-seven one-

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hundredths miles (1,428.87), and in the aggregate six thousand six hundred ninety and eighty-four one-hundredths miles (6,690.84), all standard gauge.

V.

The name of each county in the State of Missouri through which or into which said road is made or intended to be made is the City of St. Louis and the Counties of St. Louis, Franklin, Gasconade, Osage, Cole, Moniteau, Miller, Cooper, Pettis, Morgan, Benton, Saline, Lafayette, Johnson, Jackson, Cass, Bates, Vernon, Barton, Jasper, Newton, Jefferson, Washington, St. Francois, Iron, Madison, Wayne, Butler, Ripley, Bollinger, Cape Girardeau, Scott, Mississippi, Stoddard, New Madrid, Lawrence, Stone, Greene, Christian and Taney.

VI.

The amount of the capital stock of the Company is three hundred million dollars (\$300,000,000).

VII.

The number of shares of which said capital stock shall consist is three million (3,000,000), of the par value of one hundred dollars (\$100) each.

Said capital stock shall be divided into preferred stock to the par amount of one hundred million dollars (\$100,000,000) and common stock to the par amount of two hundred million dollars (\$200,000,000).

Said preferred stock of the Company shall be issued upon the terms, conditions and privileges following, that is to say :

(1) Out of the surplus or net profits of the Company, the holders of the preferred stock shall be entitled to receive in any year dividends at the rate of five per cent. per annum before the payment of any dividend or dividends on the

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common stock; and such dividends shall be cumulative from June 30, 1918, so that if from and after June 30, 1918, full dividends at said rate shall not have been paid on the preferred stock, the deficiency shall be declared and set aside or paid before any dividend shall be declared or paid upon the common stock. The holders of preferred stock shall be entitled, as such, to no other or further distribution from the income or surplus of the Company. Prior to July 1, 1918, the years to be considered in connection with the relative rights of preferred and common stock in respect of dividends under any provision of these Articles shall be the years ending respectively on June 30, 1917, and June 30, 1918.

(2) After full dividends upon the preferred stock at said rate of five per cent. per annum shall have been declared and set aside or paid, then, and not otherwise, dividends may be declared and paid upon the common stock out of any surplus or net profits of the Company remaining, and, in every case of the declaration of dividends as last aforesaid, the holders of the common stock shall be entitled, to the exclusion of the holders of the preferred stock, to share ratably therein. If at any time the Company shall be paying dividends on its preferred stock quarterly or half-yearly, and all dividends accrued thereon, together with the full dividend for the current quarterly or half-yearly period, shall have been declared and set aside or paid, then, anything in these Articles to the contrary notwithstanding, a dividend out of the surplus or net profits of the Company may be declared on the common stock in or for such quarterly or half-yearly period and may be paid at the time fixed for payment of the dividend on the preferred stock for such period or at any time thereafter.

(3) Upon at least ninety days previous notice, given both by mail to the record holders of preferred stock and by publication, the Company may redeem on the first day of any month the entire issue of preferred stock at the time out-

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standing, but not a part thereof, at one hundred and seven and one-half per cent. of the par value thereof, plus all dividends thereon accrued and unpaid from the commencement of the year then current, or, if after June 30, 1918, all dividends thereon accrued and unpaid from June 30, 1918, to the date fixed for redemption, such redemption to be by any lawful method which may be prescribed by resolution of the Board of Directors or by the by-laws.

(4) Any holder of preferred stock may at his option at any time (unless said stock shall have been previously called for redemption and in that event up to thirty days prior to the date of redemption) convert such stock into an equal par amount of common stock of the Company; and on presentation and surrender to the Company, at any place where the Company shall at the time maintain an office or agency for the transfer of its stock, of the certificates for the preferred stock so to be converted, the holder of such preferred stock shall be entitled to receive in exchange therefor certificates for fully paid common stock at the rate aforesaid, subject to an adjustment of accrued and current dividends, all under suitable regulations to be prescribed from time to time by the Board of Directors. The Company shall not be required, however, to permit any such conversion during any period when its stock transfer books are closed for any purpose, and the right to convert as aforesaid shall be suspended during such periods; *provided*, that such right to convert shall not in any case be suspended for a longer period than thirty days, nor, in any event, during the thirty days next preceding the last thirty days before any date fixed for redemption. No conversion of preferred stock into common shall effect or require any change in the aggregate amount of the authorized capital stock of the Company or any issuance of new stock; but every such conversion shall merely effect a change of classification within such aggregate amount, whereby in respect of the shares converted the terms, conditions and privileges pertaining to the

0012

same as preferred stock shall thenceforth be deemed extinguished, and the same shall thereafter be deemed to be common stock.

(5) The preferred stock shall be preferred as to both earnings and assets, and in case of any liquidation or dissolution or winding up of the Company, whether voluntary or involuntary, or of the reduction of its capital, the holders of the preferred stock shall be entitled, before any distribution shall be made to the holders of common stock, to be paid in full a sum equal to the par amount of their shares, together with all dividends thereon accrued and unpaid for the year then current, or, if after June 30, 1918, all dividends thereon accrued and unpaid from June 30, 1918, to the date fixed for distribution, but shall not be entitled as holders of such preferred stock to share in any assets of the Company then remaining; and, in any such event, the holders of the common stock shall be entitled, to the exclusion of the holders of the preferred stock, to share ratably in all the assets of the Company then remaining. If upon any such liquidation or dissolution or winding up of the Company or reduction of its capital, the assets thus distributable among the holders of the preferred stock shall be insufficient to permit the payment to such preferred stockholders of the preferential amounts aforesaid, then the entire assets of the Company to be distributed shall be distributed ratably among the holders of the preferred stock.

(6) In addition to compliance with any requirements of law at the time in force, the Company shall not at any time increase the amount of the preferred stock authorized by its Articles of Association except with the concurrence of the persons holding the larger amount in par value of the preferred stock outstanding, given at a meeting of the stockholders called for that purpose, the holders of the preferred stock voting separately.

(7) A share of the preferred stock shall have the same voting powers as a share of the common stock.

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VIII.

The names and places of residence of the directors of the Company, seventeen in number, who shall manage its affairs for the first year, and until others are chosen in their places, are as follows :

Name.	Place of Residence.
John Cannon	St. Louis, Mo.
Edward A. Chenery	St. Louis, Mo.
John G. Drew	St. Louis, Mo.
Everett A. Hadley	St. Louis, Mo.
William H. Haley	Maplewood, Mo.
William P. Hawkins	St. Louis, Mo.
Frank M. Hickman	Kirkwood, Mo.
Charles A. How	St. Louis, Mo.
Frank W. Irland	Webster Groves, Mo.
John G. Livengood	St. Louis, Mo.
James F. McNamara	St. Louis, Mo.
George W. Marriott	St. Louis, Mo.
Edwin G. Merriam	St. Louis, Mo.
James F. Murphy	St. Louis, Mo.
John E. O'Brien	St. Louis, Mo.
James M. Seibert	St. Louis, Mo.
James A. Somerville	St. Louis, Mo.

IN TESTIMONY WHEREOF, we have hereunto subscribed our names, places of residence and the number of shares of stock

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(being common stock) each of us agrees to take in said Company, this 3rd day of March, 1917.

Name.	Place of Residence.	Number of Shares.
John Cannon	St. Louis, Mo.	10 Common Stock.
Edward A. Cherry	St. Louis, Mo.	10 Common Stock.
John G. Galt	St. Louis, Mo.	69,940 Common Stock.
Ernest A. Hadley	St. Louis, Mo.	10 Common Stock.
William H. Haley	Maplewood, Mo.	10 Common Stock.
William P. Hawkins	St. Louis, Mo.	10 Common Stock.
Frank W. Hickman	Kirkwood, Mo.	10 Common Stock.
Charles A. How	St. Louis, Mo.	10 Common Stock.
Frank W. Ireland	Webster Groves, Mo.	10 Common Stock.
John G. Livingston	St. Louis, Mo.	10 Common Stock.
James F. McManara	St. Louis, Mo.	10 Common Stock.
George W. Marriott	St. Louis, Mo.	10 Common Stock.
Edwin G. Merriam	St. Louis, Mo.	10 Common Stock.
James F. Murphy	St. Louis, Mo.	10 Common Stock.
John E. O'Brien	St. Louis, Mo.	10 Common Stock.
James M. Seibert	St. Louis, Mo.	10 Common Stock.
James A. Sauerbelle	St. Louis, Mo.	10 Common Stock.

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STATE OF MISSOURI, }
City of St. Louis, } ss. :

John Cannon, Edward A. Chenery and John G. Drew,
being duly sworn, each on his oath states that he is one of the
directors named in the foregoing Articles of Association for
the incorporation of Missouri Pacific Railroad Company, that
at least one thousand dollars (\$1,000) of stock for every mile
of standard gauge railroad made or proposed to be made by
said Company (being the amount of such stock required by
Section 3051 of the Revised Statutes of Missouri) has been
subscribed thereto in good faith, and that five per cent. (5%)
has been paid thereon, in good faith and in cash, to the di-
rectors named in said Articles of Association, and that it is
intended in good faith to maintain and operate the standard
gauge road mentioned in said Articles of Association.

John Cannon
Edward A. Chenery
John G. Drew

Subscribed and sworn to be-
fore me this 3rd day of
March, 1917. My com-
mission expires on the 3rd
day of October, 1917.

J. C. Hasewell
Notary Public,
City of St. Louis.

[15461]

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RR No. 740

Articles of Association

Alaska

National Company

Location At Fair

Capital, \$ 300,000.00

For a term of 900 years

Recorded in
Vol. 8 of Railroad
Records Page 420

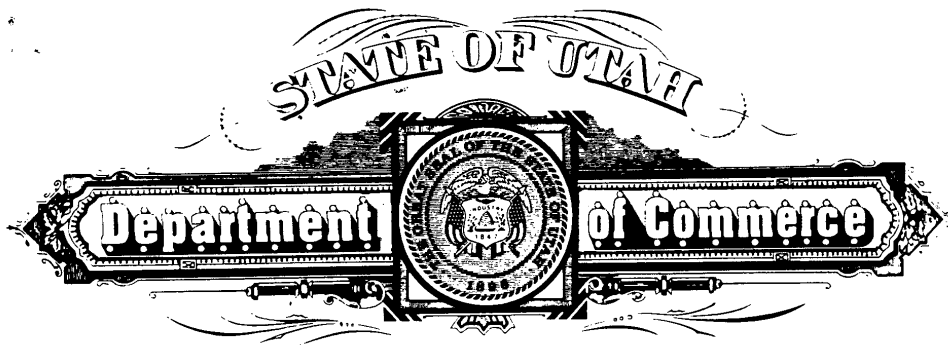
FILED
AND COPY ISSUED

MAR 5 1917

John F. Manning
Secretary of State

RR

0017



CERTIFICATION OF ARTICLES OF MERGER

THE UTAH DIVISION OF CORPORATIONS AND COMMERCIAL CODE HEREBY CERTIFIES THAT Articles of Merger were filed with this office on JANUARY 1, 1997 merging MISSOURI PACIFIC RAILROAD COMPANY, a corporation of the state of DELAWARE, into UNION PACIFIC RAILROAD COMPANY, the surviving corporation which is of the state of UTAH,

FILED

JAN 17 1997

Rebecca McDowell Cook
SECRETARY OF STATE

AS APPEARS OF RECORD IN THE OFFICES OF THE DIVISION.

File Number: CO002083



Dated this 15TH day
of January, 19 97.

Karla S. Woods

Karla T. Woods
Director, Division of
Corporations and Commercial Code



Office of Secretary of State

Rebecca McDowell Cook
Secretary of State

State of Missouri
Jefferson City 65101
(314) 751-4936

State Capitol, Room 208
and State Information Center

Jan. 17, 1997

Rob

Corporation Number: F00203507
Corporation Name : MISSOURI PACIFIC RAILROAD COMPANY, INC.

Dear Corporation:

In response to your request for a franchise tax clearance, please be advised that the corporation indicated above has no delinquencies at this time with respect to the filing of all required franchise tax reports and payments of all required franchise taxes, penalties and interest.

Also, please be advised that this letter is null and void thirty (30) days from the date of this letter.

If you should have any questions, please contact the Secretary of State, Franchise Tax Division, Post Office Box 1366, Jefferson City, Missouri 65102.

Sincerely,

REBECCA M. COOK
Secretary of State

A handwritten signature in cursive script that reads "Susan Bosch".

Franchise Tax Division

sjb
FT#2



Office of Secretary of State

January 17 1997

Jeff City Filing
ATTN: Rob Souden
222 E. Dunklin, Su. 102
Jefferson City MO 65101

Re: UNION PACIFIC RAILROAD COMPANY (#F00009837)

Dear Corporation:

This is to advise you that on the day shown below we have filed for record in this office a merger between:

MISSOURI PACIFIC RAILROAD COMPANY (#F00203507)

INTO:

UNION PACIFIC RAILROAD COMPANY (#F00009837)

This merger was filed in this office on **January 17 1997**.

The merger was effective in the home state of the survivor on **January 1 1997**.

The survivor is qualified to transact business in Missouri.

The fee for filing a merger is \$25.00, plus \$1.00 for each additional foreign corporation qualified in Missouri over two in number. If you did not send us a check for that amount, a bill for the correct amount is being sent to you.

Sincerely,

REBECCA M. COOK
Secretary of State

Corporation Division

FILED

JAN 17 1997

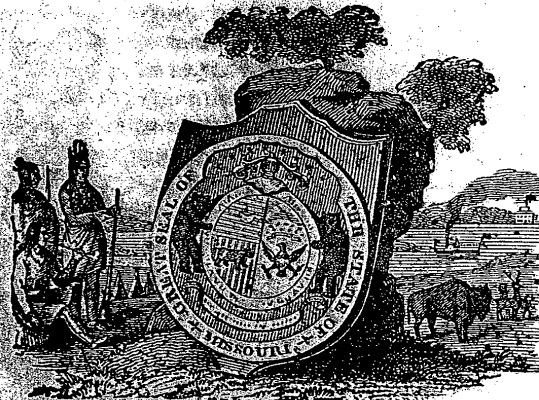
Rebecca McDowell Cook
SECRETARY OF STATE

LAWS
OF THE
STATE OF MISSOURI,

PASSED AT THE SESSION OF THE
FIFTEENTH GENERAL ASSEMBLY,

BEGUN AND HELD AT THE CITY OF JEFFERSON

ON MONDAY, THE TWENTY-FIFTH DAY OF DECEMBER, EIGHTEEN HUNDRED
AND FORTY-EIGHT, AND ENDED ON MONDAY THE TWELFTH DAY
OF MARCH, EIGHTEEN HUNDRED AND FORTY-NINE.



CITY OF JEFFERSON:

HAMPTON L. BOON, PUBLIC PRINTER.

1849.

CORPORATIONS.

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AN ACT to incorporate the Pacific Railroad.

- § 1. Style of corporation; capital \$10,000,000; powers, &c.
2. John O'Fallon and others first board of directors; to open books; when and where.
3. Election for directors; when held.
4. Annual election; when held; one of the directors to be president.
5. Powers and duties of directors.
6. Directors to cause payment on capital stock; how.
7. Powers of company.
8. Relinquishments; how taken.
9. Where owner refuses right of way; proceedings.
10. Appraisers; their duties.
11. Where route crosses road, &c.; duty of company.
12. Road; within what time to be commenced.
13. Dividends; when declared; &c.
14. County courts may subscribe for stock.
15. Directors to make annual exhibits.
16. Plat to be filed; when and where, &c.
17. Company to keep record of all expenses; in fifty years State may purchase; conditions.
18. Person ceasing to be a stockholder no longer a member.
19. For injuries done track; punishment.
20. Operations of company; to what confined.

Be it enacted by the General Assembly of the State of Missouri, as follows:

§ 1. A company is hereby incorporated, called the Pacific railroad, the capital stock of which shall be ten millions of dollars, to be divided into shares of one hundred dollars each; the holders of which, their successors and assigns, shall constitute a body corporate and politic, and by the name aforesaid, shall have continued succession, may sue and be sued, plead and be impleaded, defend and be defended against, and may make and use a common seal, and shall be able, in law and equity, to make contracts; may take, hold, use, possess and enjoy the fee simple or other title in and to any real estate, and may sell and dispose of the same; may make by-laws, rules and regulations proper for carrying into effect the provisions of this act, not repugnant to the constitution or laws of the United States, or of this State, and shall have the usual and necessary powers of companies for such purposes.

§ 2. John O'Fallon, Louis V. Bogy, James H. Lucas, Edward Walsh, George Collier, Thomas B. Hudson, Daniel D. Page, Henry M. Shreve, James E. Yatemani, John B. Sarpy, Wayman Crow, Joshua B. Brant, Thomas Allen, Robert Campbell, Pierre Chouteau, junior, Henry Shaw, Bernard Pratte, Ernst Angelrodt, Adolphus Meyer, Lewis A. Benoist and Adam L. Mills, or any nine of them, shall constitute the first board of directors under this act, and shall hold their offices until their successors shall be qualified; they shall meet at such time and place as shall be designated by any three of them, and organize as a board of directors, and when organized they shall cause books to be opened for the subscription of the capital stock of said company, at such times and places as they may designate, under the supervision of such persons as they may appoint, and may continue them open so long as they may deem proper, and may reopen such books, when necessary, until the whole stock shall be subscribed.
§ 3. So soon as two thousand shares shall be subscribed the directors shall cause an election to be held for nine directors, at such time and place as they may appoint and give notice of in two or more public newspapers.
§ 4. An election for nine directors shall be held on the last Monday in March in each year, and if not held on that day, an election may be held at any other time that the directors shall designate, the election shall be held under the supervision of one or more stockholders, and the persons receiving

CORPORATIONS.

the highest number of votes shall be elected, and shall continue in office till their successors be qualified. Every stockholder shall be entitled to one vote for each share held by him, and he may vote by proxy; soon after their election the directors shall meet and elect one of their number president, who shall hold his office for the term for which he was elected director, and until his successor shall be qualified.

§ 5. The directors shall appoint, agents, clerks, engineers, superintendents, and other officers and servants for said company; shall keep a journal of their proceedings; shall cause correct books and accounts to be kept; they may determine by by-laws what number of directors shall constitute a quorum; and may appoint committees, and fill all vacancies in any office under said company; they shall fix the salaries of the president, and the officers and agents; but no director shall receive any compensation for his services as such. They may take security from their officers and agents, and may adopt such measures and do such acts as will be best calculated to promote the prosperity and usefulness of said company.

§ 6. The directors shall make and advertise calls for the payment of the capital stock, at such times and in such manner as they may deem proper, and if any stockholder shall fail to pay any such requisition within ten days after the time appointed, the said company may recover the same with interest, and if not collected may declare the stock forfeited and sell the same; and no delinquent stockholder shall vote in said company.

§ 7. Said company shall have full power to survey, mark, locate, and construct a railroad from the city of St. Louis to the city of Jefferson, and thence to some point in the western line of Van Buren county in this State, with a view that the same may be hereafter continued westwardly to the Pacific ocean; and for that purpose may hold a strip of land not exceeding one hundred feet wide, and may also hold sufficient land for the construction of depots, warehouses, and water stations; and may select such route as may be deemed most advantageous, and may extend branch railroads to any point in any of the counties in which said road may be located.

§ 8. Said company may take voluntary relinquishments of the right of way for said road, and the necessary depots and water stations; and if the land through which such road shall pass shall belong to minors, in whole or in part, the guardian or curator of such minor shall have power to convey to said company so much of the land as may be necessary for the purposes aforesaid, on fair and equitable terms; but every such conveyance by a guardian shall be subject to the approval or rejection of the probate or county court in which such guardianship is pending.

§ 9. If any owner of any tract of land through which said railroad shall pass, shall refuse to relinquish the right of way for said road to said company, or if the owners be infants or persons of unsound mind, or non-residents of the State, the facts of the case shall be specifically stated to the judge of the circuit court of the county in which such lands are situated, and said judge shall appoint three disinterested citizens of the county to view said lands, who shall take into consideration the value of the land, and the advantages and disadvantages of the road to the

CORPORATIONS.

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same, and shall report under oath what damages will be done to said land or any improvement thereon, stating the amount of the damages assessed, and shall return a plat of the land thus condemned. Notice of such application to judge shall be given to the owner of such land five days before the making of the application, if such owner reside in this State, or to his guardian; and if such owner be a non-resident of this State, he may be served with actual notice, or by an advertisement for four weeks in some public newspaper.

§ 10. The persons appointed to view and value such land shall file their report and plat in the office of the clerk of the circuit court of the county in which the land or a part thereof is situated, and if no valid objections be made to said report, the court shall enter judgment in favor of such owner against such company for the amount of damages assessed, and shall make an order vesting in said company the fee simple title of the land in such plat and report described; objections to such report must be filed within ten days after the same shall be filed, which objections shall be examined by said judge, in term time or vacation, and he may hear testimony and by judgment confirm said report, or may set the same aside and appoint three other viewers, who shall proceed in the same manner and make their report, until a report shall be confirmed. In all such cases the court shall adjudge the costs of the proceedings according to equity, and the said court shall have power to make such orders and take such other steps as will promote the ends of justice between the owners of such land and said company.

§ 11. Said company may build said road along or across any State or county road, or the streets or wharves of any town or city, and over any stream or highway; but whenever said railroad shall cross any State or county road, said company shall keep good and sufficient causeways or other adequate facilities for crossing the same; and said railroad shall not be so constructed as to prevent the public from using any road, street, or highway along or across which it may pass; and when said railroad shall be built across any navigable stream, said company shall erect a bridge sufficiently high on which to cross, or shall construct a draw bridge, so that in no case shall the free navigation of such stream be obstructed. When any person shall own lands on both sides of said road, said company shall, when required so to do, make and keep in good repair one causeway or other adequate means of crossing the same.

§ 12. Said company shall commence the construction of said road within seven years, and shall complete the same within ten years thereafter; and said company shall have general power to use, manage, control and enjoy said railroad; shall determine what kind of carriages shall be used thereon, and by whom and in what manner, and shall determine the terms, conditions, and manner in which merchandize, property, and passengers shall be transported thereon; and shall have power to construct and keep such turnouts, gates, bridges, culverts, toll-houses, depots, warehouses, causeways and other buildings, machinery, and fixtures as may be necessary; said company may receive such tolls and freights as may be determined on by the directors, and shall keep posted up statements of the rates of toll and freight to be charged.

§ 13. Dividends of the profits of said company shall be made annually,

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CORPORATIONS.

or oftener, if necessary; but the directors may reserve ^{and} set apart a portion of the profits as a contingent fund to meet expenditures and losses.

§ 14. It shall be lawful for the county court of any county in which any part of the route of said railroad may be, to subscribe to the stock of said company; and it may invest its funds in the stock of said company, and issue the bonds of such county to raise funds to pay the stock thus subscribed, and to take proper steps to protect the interests and credit of the county; such county court may appoint an agent to represent the county, vote for it, and receive its dividends; any incorporated city, town, or incorporated company, may subscribe to the stock to said railroad company, and appoint an agent to represent its interest, give its vote, and receive its dividends, and may take proper steps to guard and protect the interests of such city, town, or corporation.

§ 15. At every annual meeting of said company the directors shall make to the stockholders an exhibit of the affairs and condition of the company. One seventh part in interest of the stockholders may call a meeting, by giving four weeks notice in two public newspapers.

§ 16. When said road shall be completed the company shall file a plat thereof in the office of the Secretary of State; and the legislature may at any time require a statement from the company as to the progress of the work, the amount of business, and the receipts of the company; and the books and accounts of said company may at any time be investigated by a committee appointed by the General Assembly.

§ 17. Said company shall keep a fair record of the whole expense of constructing said road; and at the end of fifty years the State shall be at liberty to purchase said road by paying to said company the amount at which it shall be valued; by persons to be mutually chosen by the State and by said company; but two years notice shall be given to said company of the intention of the State to purchase the railroad.

§ 18. When any person shall cease to be a stockholder, he shall cease to be a member of said company.

§ 19. If any person shall wilfully injure, obstruct, or destroy said railroad, or shall break, destroy, or deface any work, edifice, or other fixture or improvement belonging to said company, he shall be considered guilty of a criminal offence, and shall be punished in such manner as shall be prescribed by law, and shall also be liable to said company for all damages by it sustained.

§ 20. The operations of said company shall be confined to the general business of locating, constructing, managing, and using said railroad, and the acts necessary or proper to carry the same into complete and successful operation.

This act shall take effect from its passage.

Approved March 12, 1849.

KNOW ALL MEN By THESE PRESENTS: That we, the Undersigned, have formed a Company for the purpose of Constructing, Maintaining and Operating a Standard Gauge Railroad, a railroad for Public use in the conveyance of persons and property, and for that purpose, we have made and signed these Articles of Incorporation, to-wit:

FIRST: The name of this Company shall be, The
"SALINE VALLEY RAILROAD COMPANY"

SECOND: This Company shall continue as a corporation for a period of One Hundred Years.

THIRD: The Railroad to be constructed, maintained and operated shall extend from a point near Lithium on the Chester, Perryville & St. Genevieve Railway, in a northwesterly direction to the Saline River or Creek, and thence up said river or creek, in a westerly direction to a connection with the St. Louis Iron Mountain and Southern R.R., to be hereafter by actual survey more accurately fixed.

FOURTH:- The length of the said intended railroad will be forty (40) miles, as near as can be now stated.

FIFTH:- Said Railroad is intended to be made and constructed through the Counties of Perry, St. Genevieve, St. Francois and Madison, in the State of Missouri.

SIXTH:- The amount of the Capital Stock of this company shall be Four Hundred Thousand Dollars. (\$400,000).

SEVENTH:- The number of shares in which the said Capital Stock shall be divided, shall be Four Thousand (4000) each, of the value of One Hundred (\$100.) Dollars.

EIGHTH: - The names and places of residence of the Board of Directors of said Company, who shall manage its affairs for the first year, and until others are chosen in their places, are as follows:-

NAMES.

PLACE OF RESIDENCE.

John Tlappek, - - - - - St. Marys, Mo.,

Directors named in said Articles of Association, and is now in the hands of the Treasurer named in the Articles of Incorporation, and that it is intended, in good faith, to construct, maintain and operate the Standard Gauge Railroad, mentioned in the Articles of Association, attached hereto.

~~In~~Witness Whereof, we have hereunto set our hands, this 21st day of July 1904.

John Tlappek
Charles G. Juden
Benjamin C. Houck



Subscribed and sworn to before me by John Tlappek, Charles G. Juden
Benjamin C. Houck this the 21st day of July 1904.

Benjamin F. Davis

My Commission expires August 5th 1907.

Notary Public.

8

No. 604

Articles of Association of
Saline Valley
Railroad Company

Location Capetownland

Capital, \$ 400,000.00

For a term of 100 years.

IG

Recorded in Vol. 7 at
Page 357.

FILED

AND COPY ISSUED

JUL 23 1904

Samuel B. Cook
SECRETARY OF STATE.

(357)

ARTICLES OF ASSOCIATION OF ST. FRANCOIS COUNTY
RAILROAD COMPANY.

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, being desirous of forming a corporation under the laws of the State of Missouri, and more particularly under the provisions of Article II, Chapter 33 of the Revised Statutes of 1909, governing railroad companies, do hereby enter into the following agreement:

FIRST: The name of the corporation is "ST. FRANCOIS COUNTY RAILROAD COMPANY".

SECOND: The corporation is to continue for a period of fifty years.

THIRD: The railroad to be maintained and operated by said corporation is to extend from the Town of DeLassus, a station on the St. Louis, Iron Mountain & Southern Railway Company in St. Francois County, Missouri, by way of Farmington, the county seat of said County, to the Town of Esther together with siding, turnouts, switches, etc. in said St. Francois County and State of Missouri, and having a length of ten miles, more or less, and all lying in St. Francois County, Missouri.

FOURTH: The amount of the authorized stock of said Company is Two Hundred and Fifty Thousand Dollars (\$250,000.00), divided into twenty-five hundred (2500) shares of the par value of One Hundred Dollars (\$100.00) each; that one-half of said capital stock has been subscribed, and more than 10% thereof paid in good faith to the Directors of said Company, herein after named.

FIFTH: The names and places of residence of the Directors of the Company who shall manage its affairs for the first year and until others are chosen in their places, are:

Name.	Residence.
Peter Giessing,	Farmington, Missouri,
M. P. Cayce,	" "
Ed. Klein,	" "
W. F. Doss,	" "
W. R. Lang,	" "
John Giessing,	" "
William R. Taylor,	" "

SIXTH: The principal office and place of business of said Company shall be located in the City of Farmington, County of St. Francois and State of Missouri.

SEVENTH: Said corporation is formed for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property as provided by Article II, Chapter 33 of the Revised Statutes of Missouri, 1909, in the County of St. Francois and State of Missouri, and generally, for the purpose of doing any and all things that may be incidental or necessary to or convenient for the aforesaid general purposes of said corporation.

IN TESTIMONY WHEREOF, we, the undersigned, have hereunto subscribed our names, places of residence, and the number of shares of stock each agrees to take in said Company, this 17 day of October, A. D. 1910.

Name.	Place of Residence.	No. of shares.
<u>Peter Kriessing</u>	<u>Farmington Mo.</u>	<u>10</u>
<u>M. P. Cayce</u>	<u>" "</u>	<u>10</u>
<u>John Kriessing</u>	<u>" "</u>	<u>10</u>
<u>H. F. Doss</u>	<u>" "</u>	<u>10</u>
<u>W. R. Lang</u>	<u>" "</u>	<u>10</u>
<u>Ed. Kriessing</u>	<u>" "</u>	<u>10</u>
<u>W. R. Taylor</u>	<u>" "</u>	<u>10</u>
<u>W. M. Gordon</u>	<u>" "</u>	<u>1180</u>

State of Missouri)
County of St. Francois) ss.

M. P. Cayce, W. R. Lang and William R. Taylor being duly sworn, each on his oath, states that he is one of the Directors named in the foregoing Articles of Association for the incorporation of the St. Francois County Railroad Company; that at least one-half of the capital stock of the proposed corporation has been in good faith subscribed and that ten per cent. of the amount so subscribed has been paid in cash to the Directors named in said articles; and that it is intended in good faith to ~~construct~~ maintain and operate the road mentioned in the Articles of Association.

M. P. Cayce
W. R. Lang
William R. Taylor

Subscribed and sworn to before me, Geo. C. Foster a notary
public within and for the County of St. Francois, State of Missouri.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my
notarial seal, this 17th day of October, A. D. 1910.

My term as notary expires July 22, 1911.



Geo. C. Foster
Notary Public in and for the County
of St. Francois, State of Missouri.

ARTICLES OF ASSOCIATION OF ST.FRANCOIS
COUNTY RAILROAD COMPANY.

KNOW ALL MEN BY THESE PRESENTS, that we, the under-
signed, being desirous of forming a corporation under the laws
of the State of Missouri, and more particularly under the pro-
visions of Article II, Chapter 33 of the Revised Statutes of
1909, governing railroad companies, do hereby enter into the
following agreement:

FIRST: The name of the corporation is "ST.FRANCOIS
COUNTY RAILROAD COMPANY."

SECOND: The corporation is to continue for a period of
fifty years.

THIRD: The railroad to be maintained and operated by
said corporation is to extend from the Town of DeLassus, a sta-
tion on the St.Louis, Iron Mountain & Southern Railway Company,
in St.Francois County, Missouri, by way of Farmington, the county
seat of said County, to the Town of Esther, in said St.Francois
County and State of Missouri, together with siding, turnouts,
switches, etc., and having a length of ten miles, more or less,
and all lying in St.Francois County, Missouri.

FOURTH: The amount of the authorized stock of said
Company is Two Hundred and Fifty Thousand Dollars (\$250,000.00),
divided into twenty-five hundred (2500) shares of the par value
of One Hundred Dollars (\$100.00) each; that one-half of said
capital stock has been subscribed, and more than 10% thereof paid
in good faith to the Directors of said Company, hereinafter named.

FIFTH: The names and places of residence of the
Directors of the Company who shall manage its affairs for the
first year and until others are chosen in their places, are:

Name.	Residence.
Peter Giessing.	Farmington, Missouri.
M.P.Cayce,	" "
Ed. Klein,	" "
W.F.Doss,	" "
W.R.Lang,	" "
John Giessing,	" "
William R. Taylor,	" "

SIXTH: The principal office and place of business of said Company shall be located in the City of Farmington, County of St. Francois and State of Missouri.

SEVENTH: Said corporation is formed for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property as provided by Article II, Chapter 33 of the Revised Statutes of Missouri, 1909, in the County of St. Francois, and State of Missouri, and generally, for the purpose of doing any and all things that may be incidental or necessary to or convenient for the aforesaid general purposes of said corporation.

IN TESTIMONY WHEREOF we, the undersigned, have hereunto subscribed our names, places of residence, and the number of shares of stock each agrees to take in said Company, this 17th day of October, A.D. 1910.

<u>NAME</u>	<u>PLACE OF RESIDENCE.</u>	<u>NO. OF SHARES.</u>
Peter Giessing,	Farmington, Mo.	10
M.P. Cayce,	" "	10
John Giessing,	" "	10
W.F. Doss,	" "	10
W.R. Lang,	" "	10
Ed. Klein,	" "	10
Wm. R. Taylor,	" "	10
W.M. Harlan,	" "	1180

State of Missouri,)
(ss.
County of St. Francois)

M.P. Cayce, W.R. Lang and William R. Taylor being duly sworn, each on his oath, states that he is one of the Directors named in the foregoing Articles of Association for the incorporation of the St. Francois County Railroad Company; that at least one-half of the capital stock of the proposed corporation has been in good faith subscribed and that ten per cent, of the amount so subscribed has been paid in cash to the Directors named in said articles; and that it is intended in good faith to construct, maintain and operate the road mentioned in the Articles of Association.

M.P. CAYCE,
W.R. LANG
WILLIAM R. TAYLOR.

Subscribed and sworn to before me, Geo. C. Forster, a
notary public within and for the County of St. Francois, State
of Missouri.

IN WITNESS WHEREOF, I have hereunto set my hand and
affixed my notarial seal, this 17th day of October A.D., 1910.

My term as notary expires July 22, 1911.

Geo. C. Forster,

Notary Public in and for the
County of St. Francois, State of
Missouri.

(SEAL)

FILED And COPY ISSUED
OCT 21, 1910
CORNELIUS ROACH
SECRETARY OF STATE.

Vol. 8 P 301 R.R. Cor.

746 Prods

No. *706*

Articles of Association
St. James County
Railroad Company

Location *Hamington*

Capital, \$ *250.000*

For a term of *50* years.

FILED
AND COPY ISSUED
OCT 21 1910

Charles Beach
Secretary of State.

~~FILED AND COPY ISSUED~~
~~AND COPY ISSUED~~
OCT 21 1910

H. Charles Beach
Secretary of State.

0180361910

Filing Fee, \$5.00

(To be filed in duplicate)

**Articles of Dissolution by Voluntary Action of the Corporation
Pursuant to the Provisions of "The General and Business
Corporation Act of Missouri"**

OF

ST. FRANCOIS COUNTY RAILROAD COMPANY, INC.

To SECRETARY OF STATE,
Jefferson City, Missouri

The undersigned corporation, for the purpose of dissolving the corporation, and pursuant to the provisions of "The General and Business Corporation Act of Missouri," hereby executes the following Articles of Dissolution:

Article 1. The name of the corporation is ST. FRANCOIS COUNTY RAILROAD COMPANY, INC.

Article 2. The names and respective addresses, including street and number, if any, of its officers are:

Name	Number	Street	City	State
L. M. Stanfield, President		North St.	Farmington	Missouri
J. O. Swink	Vice President	Columbia	Farmington	Missouri
M. P. Giessing	Secretary	N. Jefferson	Farmington	Missouri

Article 3. The names and respective addresses, including street and number, if any, of its directors are:

Name	Number	Street	City	State
L. M. Stanfield			Farmington	Missouri
J. O. Swink			Farmington	Missouri
M. P. Giessing			Farmington	Missouri
C.H. Giessing			Farmington	Missouri
Wm. Rohlfing			Flat River,	Missouri
Arlie R. McClard			Farmington	Missouri
B. T. Gentges			Farmington	Missouri

Article 4. A copy of the resolution of the shareholders authorizing the voluntary dissolution of the corporation is as follow:

"Be it resolved by the shareholders of the St. Francois County Railroad Company, Inc. that said Corporation be dissolved and that the officers of the said Corporation proceed so to do in accordance with the laws of the State of Missouri; and

Be it further resolved that said officers also proceed as required by law to complete final liquidation of said corporation."

Article 5. The number of shares of the corporation outstanding entitled to vote at the time of adoption of said resolution authorizing the voluntary dissolution of the corporation was: 250

Article 6. The number of shares entitled to vote voting for said resolution authorizing the voluntary dissolution of the corporation was 232; and the number of shares voting against said resolution authorizing the voluntary dissolution of the corporation was: none - 18 share not voting.

IN WITNESS WHEREOF, the undersigned corporation has caused this statement to be executed in its name by J. O. SWINK, Vice- President, and its corporate seal to be hereto affixed, attested by M. P. GLESSING Secretary, this 18th day of November, 19⁵⁹

(CORPORATE SEAL)
Attest: [Signature]
Secretary

St. Francois County Railroad Co., Inc.
By [Signature] Vice- President

FILED

DEC 11 1959

STATE OF MISSOURI
COUNTY OF ST. FRANCOIS

ss. Walter H. Toberman
Secretary of State.

I, WILMA GEGG, a Notary Public, do hereby certify that on the 18th day of November A. D. 19⁵⁹, J. O. SWINK,
Vice-President of St. Francois County Railroad Co., Inc. personally
(PRESIDENT OR VICE-PRESIDENT)

appeared before me and being first duly sworn by me acknowledged that he signed the foregoing document in the capacity therein set forth and declared that the statements therein contained are true.

IN WITNESS WHEREOF, I have hereto set my hand and seal the day and year before written.



Wilma Gegg
NOTARY PUBLIC

My commission expires: Aug. 30, 1960

Box _____ File _____
Articles of Dissolution by Voluntary Action
of the Corporation Pursuant to the Pro-
visions of "The General and Business
Corporation Act of Missouri."
OF

SUGGESTION FOR RESOLUTION:
"Resolved that this corporation be dis-
solved and the proper officers of this com-
pany are hereby authorized and directed to
take such steps as are necessary to give
effect to this resolution."

FILED

DEC 11 1959

Walter H. Toberman
Secretary of State.



STATE OF MISSOURI
OFFICE OF SECRETARY OF STATE
JEFFERSON CITY
December 11, 1959

WALTER H. TOBERMAN
SECRETARY OF STATE

IN REPLY, PLEASE REFER TO
FILE NO.

CORPORATION DIVISION
TELEPHONE 6-4181

Hon. J. O. Swink
Circuit Judge
Courthouse
Farmington, Missouri

ST. FRANCOIS COUNTY RAILROAD COMPANY (EX-706)
RE:

Dear Sir:

We return herein duplicate copy of Articles of
Dissolution of the above named Corporation which
you will want for recordation in the County in
which the Corporation is domiciled, together with
receipt covering the \$5.00 filing fee.

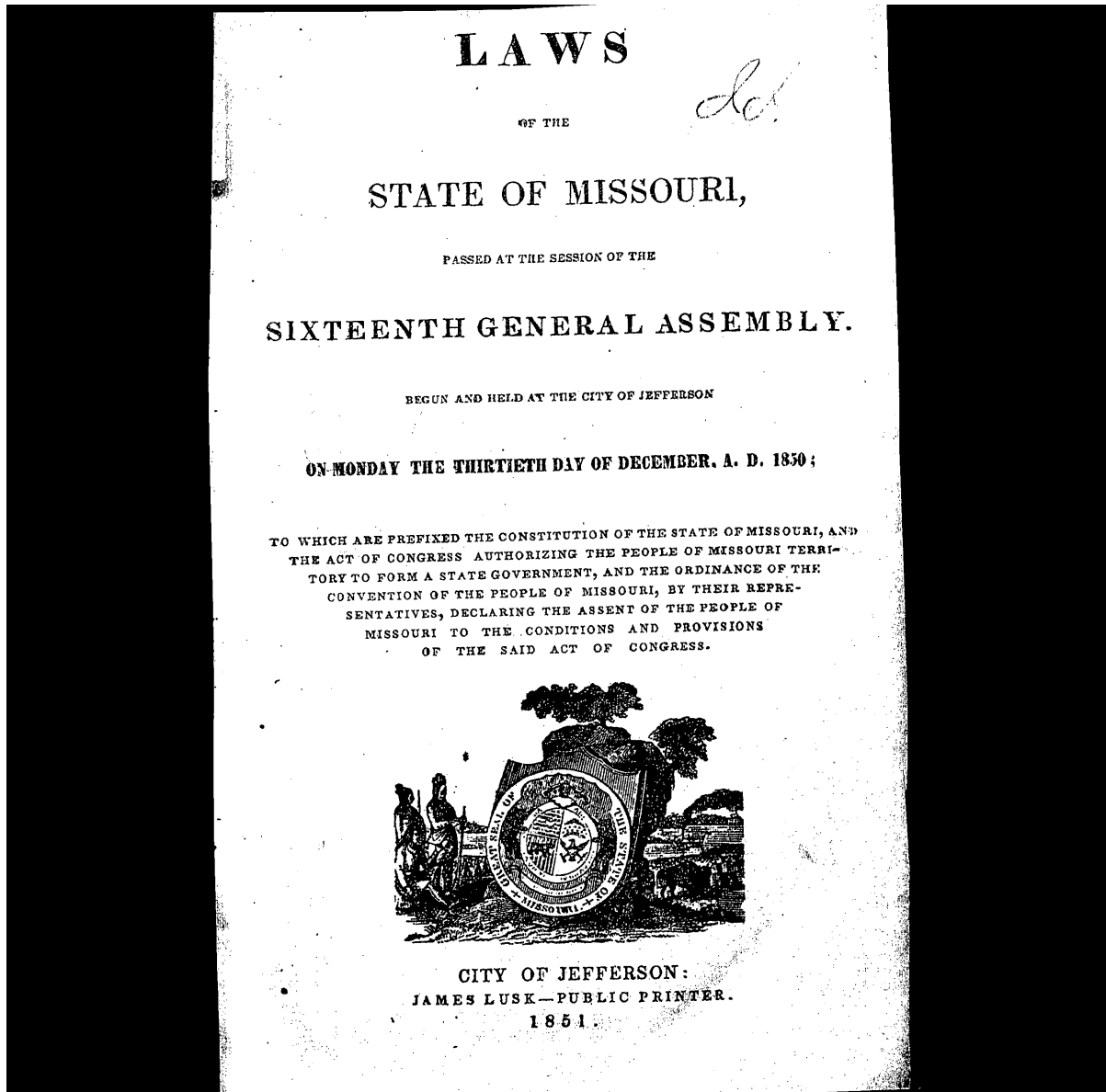
Upon receipt of the Articles of Liquidation executed
in duplicate, our Certificate of Dissolution will
be issued.

Yours very truly,

WALTER H. TOBERMAN
Secretary of State

JWM/my
Enc.

Jos. W. Mosby
Corporation Supervisor



CORPORATIONS.

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§ 10. Said road shall be commenced within four years from the passage of this act.

§ 11. Whenever five miles of the road shall be finished, the company may erect a toll gate on the same, and take all necessary steps for collecting tolls, and so in regard to every five miles on said road, until the whole is completed.

§ 12. The rate of toll on every five miles of this road shall not exceed the following: For each man and horse, five cents; for all stock, (except sheep and hogs) two cents; for every ten head of sheep or hogs, two cents; for each two wheel pleasure carriage, exclusive of the beasts by which it is drawn, five cents; for every four wheel carriage, exclusive as above, ten cents; for every cart, wagon or carriage of burden, whose wheel shall be less than four inches in width, fifteen cents; for every such carriage of burden, whose wheels shall be four inches in width, or more, ten cents.

§ 13. All stock subscribed, shall be paid into the hands of the treasurer.

§ 14. The county court of any county of the state may subscribe for the stock of said company, and said courts may appoint agents to represent them in the meetings of the company to the amount of the stock so subscribed.

§ 15. The state may at any time become a subscriber for stock in the company, and in case of subscription, the toll arising from said stock, shall be paid into the state treasury.

§ 16. This company shall have power to determine in what manner the road shall be constructed, whether a plank road, a McAdamized road, or merely a graded road. They shall have power to make a branch of the road to Oseola, and to do the same, shall appoint superintendents to receive stock, and shall have power to survey and locate the said road, in the same manner as herein provided; and said branch shall be subject to like regulations as is herein provided.

§ 17. The thirteenth section of article first of an act concerning corporations, approved March 19, 1845, shall not apply to this act.

This act to be in force from and after its passage.

Approved March 3, 1851.

AN ACT to incorporate the St. Louis and Iron Mountain Rail Road Company.

- | | |
|---|--|
| § 1. Company incorporated; capital stock; general powers. | 4. Other companies may take stock; payment of, how may be made. |
| 2. Board of directors constituted; books to be opened. | 5. A certain act revived and made part hereof; exceptions. |
| 3. Road where surveyed and located; power of extension; stock may be increased. | 6. Construction of road, when commenced; company when to organize. |

Be it enacted by the General Assembly of the State of Missouri, as follows:

§ 1. A company is hereby incorporated to be called the St. Louis and Iron Mountain Railroad Company, the capital stock of which shall be six millions of dollars, to be divided into shares of one hundred dollars

CORPORATIONS.

each, the holders of which, their successors or assigns, shall constitute and be a body corporate and politic by the name and style aforesaid, and by that name shall have perpetual succession, may sue and be sued, plead and be impleaded, defend and be defended, in all courts and places whatsoever, may make and use a common seal, and the same to alter and renew at pleasure, shall be able in law and equity to make and enforce all kinds of contracts, may take, hold, use, possess and enjoy the fee simple, or any other title or estate, in any lands, tenements or hereditaments, and the same to sell and dispose of at pleasure, may make such by-laws rules and regulations as may be necessary or proper for carrying into effect the provisions and true intent and meaning of this act, not repugnant to the constitution of the United States or of this state.

§ 2. That James Harrison, Bernard Pratte, Felix Valle, Andrew Chisty, John O'Fallon, Hudson E. Bridge, Samuel Gaty, William Palm, James H. Lucas, Henry W. Crow, James A. Bryan, Charles Rankin and William M. McPherson, or a majority of them, shall constitute the first board of directors, under this act, and shall hold their office until their successors are duly elected and qualified, and if any of the persons herein named, shall die, decline, or refuse to act, the residue may appoint some suitable person to fill the vacancy, any three of the directors herein named may call a meeting at such time and place as they may designate for the purpose of organizing, and if a majority of the persons herein named shall attend, they shall organize themselves into a board of directors of said company. The directors when organized, shall cause books to be opened for subscriptions to the capital stock of said company at such times and places as they may designate, and under the supervision of one or more of the directors, or such other persons as they may appoint; said books may be reopened for further subscriptions to the stock, as often and at such times and places, and under the supervision of such persons as any board of directors may deem proper, until the whole amount of said stock is taken.

§ 3. Said company shall have power to survey, locate and construct a railroad from any point within the city of St. Louis, to the iron mountain and pilot knob, or to the vicinity of either of said points last named, or said company may commence said road at any point on the line of the Pacific railroad intersecting the same, and running from thence to the iron mountain and pilot knob, or to the vicinity of said point, or either of them; and if at any time within ten years, they should resolve to extend said railroad to the Mississippi river, at Cape Girardeau, or at any point below that city, within the limits of the state, or should they resolve to extend said road into the south-western part of the state, they shall have the right to extend said road in either direction, and for that purpose may increase their capital stock to any amount necessary to complete such extension of said road.

§ 4. The American iron mountain company, and the Madison iron mountain company, or either of them, are hereby authorized to take stock in said company, and may issue their bonds to the amount of stock so taken, bearing such rate of interest as may be agreed upon between the parties; or said companies may subscribe for stock in said railroad company, and pay for the same in the stock of their respective companies, if agreed to by a majority of two thirds of the board of directors

CORPORATIONS.

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of the company herein created; but no person interested in such subscription, shall vote as a director on that question.

§ 5. That an act entitled an act to incorporate the Saint Louis and Bellevue mineral railroad company, approved January 25, 1837, is hereby revived and made a part of this act, except the first, second and twelfth sections, and so much of the sixth section as names the points of location of said road, which sections and part of sections are superseded by the provisions of this act.

§ 6. Said company shall organize within two years, and commence the construction of the road within six years from the passage of this act, or forfeit all the rights granted under this act.

This act to take effect from and after its passage.

Approved, March 3, 1851.

AN ACT amendatory of the act incorporating "the Fire Wardens of the city of St. Louis," approved February 20, 1845.

§ 1. Members of, having served seven years, shall receive certificate of discharge. | 2. Persons having received such certificate, exempt from serving on juries.

Be it enacted by the General Assembly of the State of Missouri, as follows:

§ 1. No member of said company shall be compelled to do duty in it for a longer period than seven years, when he shall be entitled to receive from the president and secretary, under the seal of the company, a certificate that he has served as a fire warden, during the period of seven years.

§ 2. No person having received such a certificate, shall be compelled to sit on any jury within the state. The secretary shall keep a true record of all certificates, granted to members under the provisions of this act.

Approved, March 3, 1851.

AN ACT entitled an act to amend an act entitled an act to incorporate "the Union Fire Company of St. Louis," approved Feb. 6, 1837.

§ 1. Members of, having served seven years, exempt from militia duty, and from serving on juries.

Be it enacted by the General Assembly of the State of Missouri, as follows:

§ 1. That when any of the said "Union Fire Company" shall have done duty as an active and efficient member of said company, for the period of seven years, he shall receive from the president and secretary of said company, a certificate under the seal of the company, that he has thus served as a fireman during a period of seven years. No person having received such certificate, shall be compelled to do duty in the militia in time of peace, or to sit on any jury within the state. The secretary of said company shall keep a list of all certificates granted in conformity with this provision.

§ 2. This act to be in force from and after its passage.

Approved March 3, 1851.

These Articles of Incorporation
 made and entered into by Thomas Allen,
 Henry G. Marquand, Alanson Trask,
 Sheppard Gandy, Samuel Copp,
 James J. Lindley, Gerard B. Allen, Sylvester H.
 Laflin, Robert N. Nisbet, James H. Lucas,
 Charles L. Tucker, William Allen, L. B. Clark;

Witness; That whereas, under and in
 pursuance of the laws of the State of
 Missouri, the Governor of said State did
 advertise and sell to the highest and best
 bidder, at public auction, the St. Louis
 and Iron Mountain Railroad of Missouri,
 with all the property, real and personal,
 choses in action, rights, privileges, and
 franchises belonging and appertaining to
 said road, the said sale having been made
 on the 27th day of September, A.D. 1866. at the
 east front door of the Court House, in the city
 and county of St. Louis; and Whereas, the
 said State of Missouri, acting by its commis-
 sioners, appointed and qualified under said
 Act, approved February 19. 1866. became the
 highest and best bidder for said road and the
 other property above mentioned appertaining
 thereto at the sale thereof as aforesaid; and
 Whereas, the same was struck off and sold
 to said State; And Whereas, further, by two
 Acts.

Acts of said General Assembly, the first being
an act entitled "An act to provide for the sale
of certain railroads and property by the Governor
to foreclose the States lien thereon, and to secure
an early completion of the Southwest Branch Pa-
cific, Platte County, St. Louis and Iron Mountain,
and the Cairo and Fulton Railroads of Missouri
approved February 19. 1866. the said commis-
sioners of the St. Louis and Iron Mountain Rail-
road, did advertize for sale and did award to
parties who bid under the names of "A. J. Mackay
and others" for said St. Louis and Iron Mountain
Railroad, the said road with all the property
and franchises appertaining thereto as afore-
said, the said "A. J. Mackay and others" having
been declared by a Majority of said commis-
sioners the highest and best bidders therefor;
and Whereas, the said Award has been ap-
proved by the Governor of said State, and a
contract as required by said Act, approved
February 19. 1866. has been executed and en-
tered into in duplicate between the commis-
sioners of the State for the St. Louis and Iron
Mountain Railroad of the first part, and the
said A. J. Mackay and John B. Vogel and Samuel
Gimmons parties of the second part, and
Whereas, said contract was approved by the
Governor as required by law, and said

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Governor for the State of Missouri has further
executed and delivered to said Mackay Vogel
and Simmons a deed of conveyance, conveying
to them, in joint tenancy and not in tenancy
in common, and to their legal representatives,
the said St. Louis and Iron Mountain Railroad
with its property, real and personal, choses
in action, franchises, rights, and privileges
5 in accordance with the provisions of said
last named Act; And Whereas, the Grantees
in said deed have conveyed the title acqui-
red by them to said Railroad and property
and franchises as aforesaid to Thomas
Allen and his heirs and assigns; And
Whereas, the said Thomas Allen is about
to incorporate himself, and hereby doth
incorporate himself with a number of
Stockholders amounting in all to thirteen,
whose names are hereto subscribed for
the purposes contemplated and as author-
ized by and under the act of the said Gen-
eral Assembly entitled "An Act author-
izing the incorporation of the purchaser
or purchasers of any Railroad, or of any
part, section or branch thereof, which has
heretofore, or may hereafter become forfeited
to and sold by the State" approved March
20. 1866.

Now-

Now therefore the said Thomas Allen doth hereby incorporate himself with the twelve other corporators hereinbefore named for the purpose of taking possession of the property, real and personal, choses in action, franchises, rights, and privileges appertaining to said Railroad, and to and of the Railroad itself, which were to the parties aforesaid conveyed or transferred by the State of Missouri as aforesaid, and to enable them and their associates and successors to complete, furnish, equip, operate, manage and control the said road, parts, sections, or branches thereof, and the property, franchises and appurtenances thereto belonging, or in anywise appertaining.

The name of the Corporation shall be, The St. Louis and Iron Mountain Railroad Company.

The number of miles required to be built to complete said road is as near as may be One hundred and twenty miles, reserving the right to build a branch to the Mississippi river, and to the Arkansas State line in addition.

The Corporation shall continue for One hundred years.

The Capital Stock shall be

Ten Million dollars, which shall consist of One hundred thousand shares of one hundred dollars each.

The following parties hereto shall be the Directors of the Corporation for the first year, and until others are chosen in their places, viz

Thomas Allen, residing in St. Louis.
Henry L. Marquand, residing in New York.
Olansen Trask, residing in New Jersey.
Sheppard Gandy, residing in New York.
Samuel Copp, residing in St. Louis.
Gerard B. Allen, residing in St. Louis.
Sylvester H. Laflin, residing in St. Louis.

The places to and from which the Railway or Railways of this Corporation are to be constructed, completed, and operated are St. Louis, and a point or points on the Mississippi river, opposite the town of Cairo, Illinois, or opposite to, or below Columbus, Kentucky, or both, in the State of Missouri.

In Witness Whereof, the said parties hereto have signed these presents, and have set the number of shares of stock which each agrees to take in said Corporation, and
their

their respective names and places of residence this Twenty Sixth day of July in the year of our Lord one thousand eight hundred and sixty seven.

Thos. Allen ^{St. Louis} Six hundred shares \$60.000
St. G. Margrand, New York,

by Thos. Allen his atty in fact. } Six hundred shares \$60.000
Sheppard Candy, New York,

by Thos. Allen his atty in fact. } Five shares \$ 500.

Wanson Trust ^{New Jersey} Five shares \$ 500.-

Paul Lopp ^{St. Louis} Five Shares \$500.-

James A Lindley ^{St. Louis} Five shares \$500.-

Erard B Allen ^{St. Louis} Five Shares \$500.-

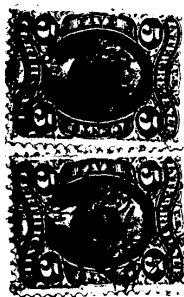
Sylvester W. Laphin St. Louis

by Thos. Allen his atty in fact. } Five shares \$500.

Robt. N. Nisbet ^{St. Louis} Five Shares. \$500.-

James H. Lucas, St. Louis, Five Shares \$500

Chas B Tucker, St. Louis, Five shares \$500.-



Wm Allen ^{St Louis} Five Shares \$500-

J B Clark ^{St Louis} Five Shares \$500-

State of Missouri }
County of St Louis } S.S.

12 It is remembered that on this 26th day of July A.D. 1867 personally came before me Thomas Allen, Samuel Cripp, & Alanson Trask, three of the Directors named in the annexed articles of incorporation of the St Louis & Iron Mountain Rail Road Company and being by me duly sworn, depose and said that they each own & have paid for every mile of Rail Road necessary to be made to complete the Road therein described, has been in good faith subscribed, and five percent paid, there in good faith and in cash to the Directors named in said Articles of incorporation, and that it is intended, in good faith to complete, maintain, and operate the Road mentioned in said Articles

Thos Allen
Sam Cripp

Alanson Trask

13 Given to and subscribed before me this 26th day of July A.D. 1867

Witness my hand and Notarial Seal

Archd Kiskadee Notary Public
St Louis County Mo

1846

29769 (2)
Articles of Incorporation
of the
St. Louis & Iron Mtn. R.R. Co.

Capital \$10,000,000

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Filed July 29th 1867

Francis Rodman
Secy. of State.

These Articles of Incorporation made and entered into by Thomas Allen, Henry G. Marquand, Alanson Trask, Sheppard Gandy, Samuel Copp, James J. Lindley, Gerard B. Allen, Sylvester H. Laflin, Robert N. Nisbet, James H. Lucas, Charles L. Tucker, William Allen, L. B. Clark;

Witness: That whereas, under and in pursuance of the laws of the State of Missouri, the Governor of said State did advertise and sell to the highest and best bidder, a public auction, the St. Louis and Iron Mountain Railroad of Missouri, with all the property, real and personal, choses in action, rights, privileges, and franchises belonging and appertaining to said road, the said sale having been made on the 27th day of September, A.D. 1866, at the East front door of the Court House in the City and County of St. Louis; and Whereas, the said State of Missouri, acting by its Commissioners, appointed and qualified under said Act, approved February 19, 1866, became the highest and best bidder for said road and the other property above mentioned appertaining thereto at the sale thereof as aforesaid; and Whereas, the same was struck off and sold to said State; and Whereas, further, by two Acts Acts of said General Assembly, the first being an Act entitled, "An Act to provide for the sale of certain railroads and property by the Governor to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch, Pacific, Platte County, St. Louis and Iron Mountain, and the Cairo and Fulton Railroads of Missouri, approved February 19, 1866, the said Commissioners of the St. Louis and Iron Mountain railroad, did advertise for sale and did award to parties who bid under the names of "A. J. Mackay and others," for said St. Louis and Iron Mountain Railroad, the said road with all the property and franchises, appertaining thereto, as aforesaid, the said "A. J. Mackay and others" having been declared by a majority of said Commissioners the highest and best bidders therefor; and Whereas, the said award

has been approved by the Governor of said State, and a contract as required by said Act, approved February 19, 1866, has been executed and entered into in duplicate between the Commissioners of the State for the St. Louis and Iron Mountain Railroad, of the first part, and the said A. J. Mackay and John C. Vogel and Samuel Simmons, parties of the second part, and Whereas, said Contract was approved by the Governor as required by law, and said Governor for the State of Missouri, has further executed and delivered to said Mackay Vogel and Simmons, a deed of conveyance conveying to them in joint tenancy and not in tenancy in common, and to their legal representatives, the said St. Louis and Iron Mountain, Railroad with its property, real and personal choses in action, franchises, rights, and privileges, in accordance with the provisions of said last named Act, and whereas, the Grantees in said deed have conveyed the title acquired by them to said Railroad and property and franchises, as aforesaid, to Thomas Allen, and his heirs and assigns; And Whereas, the said Thomas Allen is about to incorporate himself and hereby doth incorporate himself with a number of stockholders amounting in all to thirteen, whose names are hereto subscribed, for the purposes contemplated and as authorized by and under the act of the said General Assembly entitled, " An Act authorizing the incorporation of the purchaser of purchasers of any Railroad or of any part, section or branch thereof, which has heretofore or may hereafter, become forfeited to and sold by the State" approved March 20, 1866. Now

Now, therefore, the said Thomas Allen doth hereby incorporate himself with the twelve other incorporators hereinbefore named for the purpose of taking possession of the property, real and personal, choses in action, franchises, rights and privileges appertaining to said Railroad, and to and of the Railroad itself, which were to the parties aforesaid conveyed or transferred by the State of Missouri, as aforesaid, and to

enable them and their associates and successors to complete, furnish, equip, operate, manage, and control the said road, parts, sections, or branches thereof, and the property, franchises, and appurtenances thereto belonging, or in any wise appertaining.

The name of the Corporation shall be: The St. Louis, and Iron Mountain Railroad Company.

The number of miles required to be built to complete said road is as near as may be One Hundred and twenty miles, reserving the right to build a branch to the Mississippi river, and to the Arkansas State Line in addition.

The corporation shall continue for one hundred years.

The capital stock shall be Ten Million Dollars, which shall consist of one hundred thousand shares of one hundred dollars each.

The following parties hereto shall be the Directors of the Corporation for the first year, and until others are chosen in their places, viz:

Thomas Allen, residing in St. Louis; Henry G Marquand, residing in New York; Alanson Trask, residing in New Jersey,; Sheppard Gandy, residing in New York.; Samuel Copp, residing in St. Louis; Gerard B. Allen, residing in St. Louis; Sylvester H. Laflin, residing in St. Louis.

The places to and from which the Railway or Railways of this corporation are to be constructed, completed and operated, are St. Louis and a point or points on the Mississippi river, opposite the town of Cairo, Illinois, or opposite to, or below, Columbus, Kentucky, or both, in the State of Missouri.

In Witness Whereof, the said parties hereto have signed these presents and have set the number of shares of stock which each agree to take in said corporation, and their their respective names and places of residence, this twenty-sixth day

of July, in the year of our Lord, one thousand, eight hundred and sixty-seven.

Thos. Allen, St. Louis, six hundred shares
\$60,000;

H. G. Marquand, New York, by Thos. Allen, his atty
in fact, six hundred shares, \$60,000;

Sheppard Gandy, New York, by Tho. Allen, his atty.
in fact, five shares \$500;

Alanson Trask, New Jersey, Five Shares, \$500.

Sam'l Copp, St. Louis, Five shares, \$500;

James J. Lindley, St. Louis, Five shares, \$500.

Gerard B. Allen, St. Louis, five shares, \$500.00.

Sylvester H. Laflin, St. Louis, by Tho. Allen,
his atty in fact, five shares, \$500;

Robt. N. Nisbet, St. Louis, Five Shares, \$500.

James H. Lucas, St. Louis, Five shares, \$500.

Chas. L. Tucker, St. Louis, Five shares, \$500.

Wm. Allen, St. Louis, Five shares, \$500.

L. B. Clark, St. Louis, Five shares, \$500.

(Thirteen 5¢ Revenue stamps)

State of Missouri,

County of St. Louis, ss

Be it remembered, that on this 26th day of July,
A.D., 1867, personally came before me Thomas Allen, Samuel Copp,
Alanson Trask, three of the Directors named in the annexed
articles of incorporation of the St. Louis & Iron Mountain Rail-
road Company, and being by me duly sworn, deposed and
said that at least one thousand dollars for every mile of
railroad necessary to be made to complete the Road therein
described has been in good faith subscribed and five per cent
paid thereon in good faith, and in cash, to the Directors named
in said Articles of Incorporation, and that it is intendend in
good faith to complete, maintain and operate the road mentioned
in said articles.

Tho. Allen,

Sam'l Copp,

Alanson Trask,

Sworn to and subscribed before me, this 26th day
of July, A.D., 1867. Witness my hand and notarial seal.

Arch K. Nisbet, Notary Public,

St. Louis County, Mo.

(seal)

Filed July 29th, 1867,

Francis Rodman,

Sec'y of State.

These Articles of Incorporation made and entered into by Thomas Allen, Henry G. Marquand, Alanson Trask, Sheppard Gandy, Samuel Copp, James J. Lindley, Gerard B. Allen, Sylvester H. Laflin, Robert M. Nisbet, James H. Lucas, Charles L. Tucker, William Allen, L. B. Clark,

Witness: That whereas, under and in pursuance of the laws of the State of Missouri, the Governor of said State did advertise and sell to the highest and best bidder, at public auction, the St. Louis and Iron Mountain Railroad of Missouri, with all the property, real and personal, choses in action, rights, privileges and franchises belonging and appertaining to said road, the said sale having been made on the 27th day of September, A. D., 1866, at the east front door of the Court House in the City and County of St. Louis, and Whereas, the said State of Missouri, acting by its Commissioners, appointed and qualified under said Act, approved, February 19, 1866, became the highest and best bidder for said road and above mentioned appertaining thereto the other property, at the sale thereof, as aforesaid; and, Whereas, the same was struck off and sold to said State, and Whereas, further, by two Acts of said General Assembly, the first being an Act entitled, "An Act to provide for the sale of certain railroads and property by the Governor to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, Platte County, St. Louis and Iron Mountain, and the Cairo and Fulton Railroads of Missouri, approved February 19, 1866, the said Commissioners of the St. Louis and Iron Mountain railroad, did advertise for sale and did award to parties who bid under the names of "A. J. Mackay and others," for said St. Louis and Iron Mountain Railroad, the said road with all the property and franchises, appertaining thereto, as aforesaid, the said "A. J. Mackay and others" having been declared by a majority of said Commissioners the highest and best bidders therefor; and Whereas, the said award has been approved by the Governor of said State, and a contract as required by said Act, approved February 19, 1866, has been executed and entered into in duplicate between the Commissioners of the State for the St. Louis and Iron Mountain Railroad, of the first part, and the said A. J. Mackay and John C. Vogel and Samuel Simmons, parties of the second part, and Whereas, said Contract was approved by the Governor as required by law, and said Governor

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for the State of Missouri, has further executed and delivered to said Mackay Vogel and Simmons, a deed of conveyance conveying to them in joint tenancy and not in tenancy in common, and to their legal representatives, the said St. Louis and Iron Mountain Railroad, with its property, real and personal choses in action, franchises, rights, and privileges, in accordance with the provisions of said last named Act, and Whereas, the Grantees in said deed have conveyed the title acquired by them to said Railroad and property and franchises, as aforesaid, to Thomas Allen, and his heirs and assigns; And Whereas, the said Thomas Allen is about to incorporate himself and hereby doth incorporate himself with a number of stockholders amounting in all to thirteen, whose names are hereto subscribed, for the purposes contemplated and as authorized by and under the act of the said General Assembly entitled, "An Act authorizing the incorporation of the purchaser or purchasers of any Railroad or of any part, section or branch thereof, which has heretofore or may hereafter, become forfeited to and sold by the State," approved March 20, 1866. Now

Now, therefore, the said Thomas Allen doth hereby incorporate himself with the twelve other incorporators hereinbefore named for the purpose of taking possession of the property, real and personal, choses in action, franchises, rights, and privileges appertaining to said Railroad, and to and of the Railroad itself, which were to the parties aforesaid conveyed or transferred by the State of Missouri, as aforesaid, and to enable them and their associates and successors to complete, furnish, equip, operate, manage, and control the said road, parts, sections, or branches thereof, and the property, franchises, and appurtenances thereto belonging, or in any wise appertaining.

The name of the Corporation shall be, The St. Louis, and Iron Mountain Railroad Company.

The number of miles required to be built to complete said road is as near as may be One Hundred and twenty-miles, reserving the right to build a branch to the Mississippi river, and to the Arkansas State Line in addition.

The corporation shall continue for one hundred years.

The capital stock shall be Ten Million Dollars, which shall consist of

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one hundred thousand shares of one hundred dollars each.

The following parties hereto shall be the Directors of the Corporation for the first year, and until others are chosen in their places, viz:

Thomas Allen, residing in St. Louis; Henry G. Marquand, residing in New York; Alanson Trask, residing in New Jersey; Sheppard Gandy, residing in New York; Samuel Copp, residing in St. Louis; Gerard B. Allen, residing in St. Louis; Sylvester H. Laflin, residing in St. Louis.

The places to and from which the Railway or Railways of this corporation are to be constructed, completed, and operated, are St. Louis and a point or points on the Mississippi river, opposite the town of Cairo, Illinois, or opposite to, or below, Columbus, Kentucky, or both, in the State of Missouri.

In Witness Whereof, the said parties hereto have signed these presents and have set the number of shares of stock which each agrees to take in said corporation, and their their respective names and places of residence, this twenty-sixth day of July, in the year of our Lord, one thousand, eight hundred and sixty-seven.

Thos. Allen, St. Louis, six hundred shares, \$60,000;

H. G. Marquand, New York, by Tho. Allen, his atty in fact, six hundred shares, \$60,000;

Sheppard Gandy, New York, by Tho. Allen, his atty. in fact, five shares \$500;

Alanson Trask, New Jersey, Five shares, \$500.

~~SAMUEL COPP, ST. LOUIS, FIVE SHARES, \$500.~~

Sam'l Copp, St. Louis, Five shares, \$500;

James J. Lindley, St. Louis, Five shares, \$500.

Gerard B. Allen, St. Louis, five shares, \$500.00.

Sylvester H. Laflin, St. Louis, by Tho. Allen, his atty in fact, five shares, \$500;

Robt. N. Nisbet, St. Louis, Five Shares, \$500.

James H. Lucas, St. Louis, Five shares, \$500.

Chas. L. Tucker, St. Louis, Five shares, \$500.

Wm. Allen, St. Louis, Five shares, \$500.

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L. B. Clark, St. Louis, Five shares, \$500.

(Thirteen 5¢ Revenue Stamps.)

State of Missouri, (
) ss
County of St. Louis, (

Be it remembered, that on this 26th day of July, A. D., 1867, personally came before me Thomas Allen, Samuel Copp, Alanson Trask, three of the Directors named in the annexed articles of incorporation of the St. Louis & Iron Mountain Railroad Company, and being by me duly sworn, deposed and said that at least one thousand dollars for every mile of railroad necessary to be made to complete the Road therein described has been in good faith subscribed and five per cent paid thereon in good faith, and in cash, to the Directors named in said Articles of Incorporation, and that it is intended in good faith to complete, maintain and operate the road mentioned in said articles.

Tho. Allen,

Sam'l Copp,

Alanson Trask,

Sworn to and subscribed before me, this 26th day of July, A. D., 1867,
Witness my hand and Notarial seal.

(seal)

Arch K. Nisbet, Notary Public,
St. Louis County, Mo.

Filed July 29th, 1867,

Francis Rodman,

Sec'y of State.